

# GRAIN DEALERS JOURNAL

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# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

## ALBANY, N. Y.

Barry Grain Co., grain commission.

## AMARILLO, TEX.

Early Grain & Elev. Co., whol. grain, hay, seed.

## ATCHISON, KANS.

Blair Elevator Co., receivers and shippers.

## ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

## AUGUSTA, GA.

Lamb & Hollingsworth, flour, grain, provisions.\*

## BALTIMORE, MD.

Chamber of Commerce Members.  
Baltimore Commission Co., grain commission.  
Blackburn & Co., C. P., grain recvrs., exporters.\*  
Clark & Sons, Thos. S., grain receivers.\*  
England & Co., Chas., grain, hay.\*  
Fahey & Co., John T., gr'n receivers and expts.\*  
Frame, Knight & Co., commission merchants.\*  
Gill & Fisher, receivers and shippers of grain.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Herzer & Son, Gustav, grain, seeds, hay.\*  
Jones & Co., H. C., grain and hay.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, grain receivers.\*  
Steen & Bro., E., hay and grain.\*

## BILLINGS, MONT.

Harrington, D. C., grain buyer.

## BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.\*

## BINGHAMTON, N. Y.

Empire Grain & Eltr. Co., grain feed shippers.

## BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.  
Slick & Co., L. E., buyers and shippers.

## BOSTON, MASS.

Chamber of Commerce Members.  
Benzaquin, Matthew D., grain brokerage, com'n.\*  
McLean-Alpine Co., The, hay and grain.  
Ranlet Co., The D. W., grain and mill feed.

## BOURBON, IND.

Delp Grain Co., E. E., grain and mill feeds.

## BUFFALO, N. Y.

Corn Exchange Members.  
Alder-Stofer Grain Co., grain commission.\*  
Buffalo Cereal Co., grain.\*  
Burns Grain Co., grain commission.  
Churchill Grain & Seed Co., buyers, shippers.\*  
Eastern Grain Co., grain commission.\*  
Electric Elevators & Mfg. Co., recvrs. and shippers.\*  
Harold, A. W., grain, barley a specialty.  
Heathfield, W. G., strictly commission.  
Irwin, Dudley M., barley.  
Pratt & Co., grain commission.\*  
Ratcliffe, S. M., consignments solicited.  
Spann Grain Co., O. G., gn. com., bar'y a spec'yty.  
Townsend-Ward Co., grain commission.\*

## BUSHNELL, ILL.

Cole, G. W., grain broker.

## CAIRO, ILL.

Board of Trade Members.  
Antrim & Co., H. S., receivers and shippers.\*  
Halliday Elevator Co., corn, oats.\*  
Halliday Mfg. Co., H. L., soft, red winter wheat.  
Hastings Co., Samuel, receivers and shippers.  
Magee Grain Co., grain.\*  
Thistlewood & Co., grain and hay.

## CELINA, O.

Palmer-Miller Gr. Co., track buyers of grain.

## CEDAR RAPIDS, IA.

Cedar Rapids Grain Co., receivers and shippers.

## CHAMPAIGN, ILL.

Baldwin & Co., H. I., grain brokers.  
Edwards, A. H., grain broker.

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Bailey & Co., E. W., grain commis'n merchants.\*  
Barrell & Co., Finley, grain, stocks, provisions.\*  
Bennett & Co., Jas. E., commission merchants.\*  
Colvin & Co., Wm. H., grain brokers.  
Crighton & Lasker, grain commission.\*  
Cummings Grain Co., R. F., grain merchants.  
Delany, Frank J., commission merchant.  
Dole & Co., J. H., grain and seeds.\*  
Fitch & Co., Walter, W. K. Mitchell, Mgr.\*  
Fraser Co., W. A., grain commission.\*  
Freeman & Co., Henry H., grain, hay, straw.  
Gerstenberg & Co., grain, seeds.\*  
Holt & Co., Lowell, commission, grain and seeds.

## CHICAGO—Continued.

Hooper Grain Co., receivers, shippers.\*  
Lamson Bros. & Co., consignments solicited.\*  
McKenna & Rodgers, commission merchants.\*  
Merrill & Lyon, commission merchants.\*  
Merritt Co., W. H., grain, seeds.\*  
Nash-Wright Grain Co., grain, prov., seeds.  
Nye & Jenks Gr. Co., commission merchants.  
Paynter, H. M., grain and field seeds.  
Perrine & Co., W. H., grain and commission.  
Press & Co., W. G., grain, provisions, stocks, etc.  
Quaker Oats Co., buyers of grain.  
Quinn, Geo. B., grain commission.  
Rang & Co., Henry, grain commission.  
Re Qua Brothers, grain commission.\*  
Rogers & Bro., H. W., grain and seeds.  
Rogers Grain Co., buyers and shippers.  
Rosenbaum Bros., receivers, shippers.\*  
Rosenbaum Grain Co., J., receivers and shippers.  
Rumsey & Company, grain commission.\*  
Sawers Grain Co., grain commission.\*  
Schiffman & Co., P. H., commission.\*  
Shaffer & Co., J. C., buyers and shippers.\*  
Sincere & Co., Chas., N. Y. stocks, Chicago grain.  
Somers, Jones & Co., grain and field seeds.\*  
Thayer & Co., Clarence H., commission.  
Udike Commission Co., grain commission.\*  
Wagner Co., E. W., receivers and shippers.\*  
Ware & Leland, grain, seeds.\*  
Wilson & Co., B. S., grain commission.

## CINCINNATI, O.

Chamber of Commerce Members.  
Allen & Munson, grain, hay, flour.\*  
Bender, A., grain, brokerage & Com'n.  
Blumenthal, Max, grain, barley a specialty.  
Brown & Co., W. L., consignments.  
Ellis & Fleming, grain and hay.\*  
Gale Bros. Co., grain, hay, feed.\*  
Stafford, J. R., grain and hay.  
Union Gr. & Hay Co., grain buyers and commiss'n.  
Van Leunen & Co., Paul, consignments.

## CLARKSBURG, W. VA.

Willis, W. W., broker, grain, hay, straw, millfeed.

## CLEVELAND, O.

Abel Bros., hay, grain, feed.  
Bailey, E. I., grain and millfeed.\*  
Bennett, W. A., receivers grain, hay & millfeed.  
Cleveland Grain Co., The, receivers and shippers.\*  
Gates Elevator Co., receivers and shippers.  
Sheets Bros. Eltr. Co., The, grain, hay, straw.  
Shepard, Clark & Co., grain, hay and straw.  
Star Eltr. Co., receivers, grain, hay, straw.  
Strauss & Co., H. M., grain, seeds, hay, straw.\*

## COLORADO SPRINGS, COLO.

Seldomridge Grain Co., grain dealers.

## COLUMBUS, O.

Morton Grain & Hay Co., grain, hay & feed.

## CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain seeds.\*

## CUMBERLAND, MD.

Marley & Co., grain and hay distributors.

## DANVILLE, ILL.

McConnell, R. B., grain dealer.

## DAVENPORT, IOWA.

Rothschild Grain Co., D., grain merchants.\*

## DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.\*  
Hight Grain Co., grain brokers.  
Smith & Co., F. P., grain brokers & commission.  
Van Leunen & Co., Paul, consignments.  
Board of Trade Members.  
Ady & Crowe Mercantile Co., grain, hay.\*  
Best & Co., J. D., grain and hay.  
Crescent Mill & Eltr. Co., flour and grain.  
Longmont Farmers Mill & Eltr. Co., flour, grain.  
Scott, E. E., broker grain, cottonseed meal, bags.

## DES MOINES, IA.

Harper & Ward, grain merchants.\*  
Lockwood Grain Co., B. A., grain & millfeeds.\*

## DETROIT, MICH.

Board of Trade Members.  
Dumont, Roberts & Co., receivers, shippers.\*  
Ellair, Huston & Co., recvrs. & shprs., gr. & hay.\*  
Hart Grain Co., recvrs. & shippers, grain, beans.  
Hobart & Son, H. M., grain, hay and millfeeds.\*  
Lapham & Co., J. S., recvrs. & shippers of grain.\*  
Simmons & Co., F. J., grain recvrs. & shippers.\*

## EL RENO, OKLA.

El Reno Mill & Eltr. Co., grain buyers & shippers.

## EVANSVILLE, IND.

Small & Co., W. H., field seeds, grain and hay.

## FORT WAYNE, IND.

Egley-Doan Eltr. Co., grain, hay and seeds.

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Fort Worth Elevator Co., grain and storage.  
Kolp, E. R. & D. C., grain and seed dealers.\*  
Terminal Grain Co., receivers, shippers.  
Werner Wilkens Grain Co., receivers & shippers.

## FRANKFORT, IND.

Frank & Co., Wm., grain brokers.\*

## GALVESTON, TEX.

Board of Trade Members.  
Fordtran, J. S., grain commission merchant.  
Jockusch, Davidson & Co., grain, hay, exporters.  
Wierodt Grain Co., wholesale grain eltr., facilities.

## GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

## HARRISBURG, PA.

Harrisburg Feed & Gr. Co., grain, feed, hay.

## INDIANAPOLIS, IND.

Board of Trade Members.  
Bassett Grain Co., grain merchants.\*  
Boyd, Bert A., Indianapolis commission man.\*  
Capital Grain Co., grain commission.  
Jordan & Montgomery Co., wholesale grain.  
Kinney Grain Co., H. E., receiver and shipper.\*  
Merchants Hay & Grain Co., hay and grain.  
Minor, B. B., grain consignments solicited.  
Stebbins Grain Co., commission & brokerage.  
Witt, Frank A., grain commission and brokerage.

## JACKSON, MICH.

Sheldon, Willis E., track buyer of grain.\*  
Stockbridge Elevator Co., grain, beans, hay.\*

## KANSAS CITY, MO.

Board of Trade Members.  
Beach Grain Co., grain commission.  
Benton Grain Co., screenings and seeds.  
Christopher & Co., B. C., commission & kafir corn.  
Clay Grain Co., F. B., grain commission.  
Croysdale Grain Co., grain commission.  
Hoebel Grain Co., grain commission.  
Davis & Co., A. C., grain commission.\*  
Ernst-Davis Grain Co., commission.\*  
Fisher Com. Co., E. D., grain commission.\*  
Goffe & Carkner, recvrs. and shprs. of grain.\*  
Gregg Grain Co., Mason, commission merchants.  
Hinds Grain Co., The, receivers, shippers.  
Houston Carpenter Gr. Co., cash & futures, grain.  
Logan Bros. Grain Co., grain commission.  
Mammoth Milling Co., grain, flour, feed.  
Moore-Seaver Grain Co., receivers and shippers.\*  
Moore-Lawless Grain Co., grain receivers.  
Murphy Grain Co., strictly commission.\*  
Nicholson Gr. Co., W. S., grain commission.  
Norris Grain Co., grain merchants and exporters.  
Roehen-Cary Grain Co., grain, flour, millfeed.\*  
Russell-Grain Co., hay our specialty.  
Smith-Mann Gr. Co., consignments & futures.  
Steele & Co., H. H., grain and seeds.\*  
Terminal Elevators, receivers, shippers.  
Thresher Fuller Grain Co., grain commission.\*  
Tomlin Grain Co.  
Vanderslice-Lynds Co., grain commission.  
Wright Com. Co., A. D., grain consignments.

## KENTLAND, IND.

McCray, Morrison & Co., track buyers.\*

## LA FAYETTE, IND.

Helmiller, F. G., track buyer of grain.

## LIMA, OHIO.

Ward Grain Co., track buyers & brokers, grain.

## LITTLE ROCK, ARK.

Gordy Co., C. L., grain and millfeed brokers.

## LOUISVILLE, KY.

Board of Trade Members.  
Bingham-Hewett Grain Co., recrs. & shprs. grain.\*  
Brandels & Son, A., recvrs. & shippers of grain.\*  
Edinger & Co., grain, hay, flour.  
Farmer & Sons, Oscar, hay and grain.  
Menefee & Co., R. H., grain and hay.  
Schuff & Co., A. C., grain & hay.  
Thomson & Co., W. A., corn, oats & rye.  
Verhoeff & Co., H., receivers and shippers grain.\*  
Zorn & Co., S., grain.\*

## LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.

\*Member Grain Dealers National Association.



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## MEMPHIS, TENN.

### Merchants Exchange Members.

Buxton, E. E., broker and commission merchant.  
Davis & Andrews Co., grain dealers.\*  
Horton & Co., J. B., grain & hay commission.  
Jones, Lee D., grain & hay commission.\*  
Jones & Rogers, grain dealers.\*  
Ransom, R. P., grain, hay and millfeed.  
Scruggs-Robinson Co., brokers & com. merchants.  
U. S. Feed & Grain Co., grain, hay, millfeed.\*  
Webb & Maury, grain and hay.\*  
Wyatt, E. W., grain, hay and millfeed broker.

## MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

## MIDDLE POINT, OHIO.

Pollock, H. G., track buyer of grain, hay, straw.

## MILWAUKEE, WIS.

### Chamber of Commerce Members.

Bartlett & Son Co., L., grain commission.  
Ellsworth, B. G., grain consignments.  
Fagg & Taylor, grain merchants.\*  
Franko Grain Co., grain and feed.  
Hadden Co., E. G., grain commission mchts.\*  
Johnstone & Templeton, grain commission.  
Kamm & Co., P. C., barley and rye.\*  
Lauer & Co., J. V., grain commission.  
Mereness & Potter Co., grain commission.\*  
Morris-Parry Grain Co., Grain Dealers.  
Owen & Co., O. C., grain commission merchants.  
Owen & Brother Co., grain commission.  
Rankin & Co., M. G., shippers, corn, oats, barley.  
Rialto Elvtr. Co., grain receivers & shippers.  
Stacks & Kellogg, grain merchants.  
Wissbeck-Grunwald Co., grain and feed.

## MINNEAPOLIS, MINN.

### Chamber of Commerce Members.

Anchor Grain Co., grain commission.  
Benson-Newhouse-Stabeck Co., grain commission.  
Cargill Commission Co., grain commission.  
Carter, Sammis & Co., grain commission.  
Dalrymple, Wm., grain commission, receiver.  
Fraser-Smith Co., grain commission.  
Gee Grain Co., G. E., grain consignments.  
Getchell-Tanton Co., grain commission.  
Gould Grain Co., grain merchants.  
Hankinson & Co., H. L., grain commission.  
Johnson & Olson Grain Co., grain commission.  
Marfield Grain Co., grain commission.  
McCaull Dismore Co., consignments solicited.\*  
McDonald & Wyman, grain commission.  
Minnesota Grain Co., grain commission.  
Nicholls & Taylor, grain consignments.  
Poehner Company, H., grain commission.\*  
Quinn Shepherdson Co., grain commission.  
Ribheldaffer Co., J. H., grain com's'n merchants.\*  
Stair, Christensen & Timmerman, grain commission.  
Stinson-Tenney Co., grain commission.  
Turtle & Co., grain commission.  
Van Dusen-Harrington Co., grain merchants.\*  
Welch Co., E. L., grain commission.  
Wernli-Anderson Co., grain commission.  
Wyman & Co., C. C., grain commission.  
Zimmerman, Otto A., barley specialist.

## MONTGOMERY, ALA.

Dahlberg Brokerage Co., Inc., brokers and dealers.

## NASHVILLE, TENN.

### Grain Exchange Members.

Hughes Warehouse & Eltr. Co., grain.

## NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

## NEW CASTLE, PA.

Hamilton, C. T., hay, straw, grain, millfeed, pro.

## NEW YORK CITY.

### Produce Exchange Members.

Cushing & Brandt, grain commission, buyers.\*  
Forbell & Co., L. W., grain commission.  
Robinson, G. B., Jr., grain and millfeeds.

## NORFOLK, VA.

Cofer & Co., J. H., wholesale grain.  
Le Grand & Burton, grain and hay brokers.\*

## NORTH MANCHESTER, IND.

Kinsey Bros., grain, hay & seed merchants.

## OKLAHOMA CITY, OKLA.

Hanna Grain Co., grain, hay, seeds, alfalfa meal.  
Kammerdiener, Frank, wholesale grain & feed.  
Kolp, E. R. & D. C., grain and seed dealers.  
Perkins Grain Co., W. L., grain and seed dealers.  
Oklahoma Export Co., grain, feed and hay.  
Semple Gr. & Feed Co., C. Y., grain & feed.

## OMAHA, NEB.

### Grain Exchange Members.

Beal-Vincent Grain Co., receivers, shippers.\*  
Cavers Elevator Co., receivers and shippers.\*  
Crowell Elevator Co., receivers, shippers.\*  
Holmquist Eltr. Co., receivers and shippers.  
Huntley, E. E., broker.  
Hynes Grain Co., receivers and shippers of grain.  
Imperial Mfg. Co., grain consignments.  
McCaull-Dismore Co., grain.  
Merriam Commission Co., consignments.  
Nebraska-Iowa Gr. Co., consignments a specialty.\*  
Omaha Elevator Co., receivers, shippers.\*  
Roberts Gr. Co., Geo. A., grain dealers.  
Taylor Grain Co., receivers and shippers.\*  
Thresher, E. R., grain broker.  
United Grain Co., grain commission.  
Weekes Grain Co., receivers and shippers of grain.  
Welsh Grain Co., grain and hay commission.

## PEORIA, ILL.

### Board of Trade Members.

Arnold & Co., F. W., grain consignments solicited.  
Bowman & Co., Geo. L., grain commission.  
Buckley, Pursley & Co., grain and seeds.\*  
Feltman, C. H., grain commission.  
Grier & Co., T. A., grain commission.  
Miles, F. B. & C. C., grain commission.\*  
Rumsey, Moore & Co., grain receivers.\*  
Tyng, Hall & Co., grain commission.\*

## PHILADELPHIA, PA.

### Commercial Exchange Members.

Barlinger, M. F., grain and millfeed.\*  
Brazier, W. P., Mgr., Finley Barrell & Co.  
Delp Grain Co., E. E., grain and millfeeds.\*  
Dunwoody Co., Ezl., flour, grain, feed.\*  
Lemont & Son, E. K., hay, grain, millfeed.\*  
Miller & Sons, L. F., grain, seeds, hay.\*  
Pultz & Co., J. B., grain and feed.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Edw. M., grain and feeds.  
Standard Hay & Grain Co., grain, hay & straw.  
Stites, A., Judson, grain and millfeed.

## PIQUA, OHIO.

Kress Co., The Harry W., trk. buyers, gr. & hay.\*

## PITTSBURG, PA.

### Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.  
Foster, C. A., grain, hay, feed.\*  
Geidel & Dickson, grain and hay.  
Hardman & Heck, grain, hay and millfeed.  
Heck & Co., W. F., grain, hay and millfeed.\*  
McCaffrey's Sons Co., Daniel, hay, grain, millfeed.  
McCague, R. S., grain, hay.\*  
Smith & Co., J. W., grain, hay, feed.  
Stewart, D. G., & Geidel, grain, hay and feed.  
Walton Co., Sam'l, grain and hay.

## PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay & feed.

## RICHMOND, VA.

Beveridge & Co., S. T., grain, hay, feeds, seeds.  
Bragg, W. G., commission, grain, hay, millfeed.  
Fairbank & Co., S. G., grain, hay, seeds.  
Southern Brokerage Co., grain, hay, feeds & seeds.

## SAGINAW, MICH.

Carr Co., Henry W., grain, hay, beans, seeds.

## SAN ANTONIO, TEXAS.

Lupton Gr. Co., R., whol. grain & cottonseed pdts.

## SIOUX CITY, IOWA.

### Board of Trade Members.

Fields & Slaughter Co., grain, hay and feed.  
Iowa-Dakota Gr. Co., grain & com. merchants.

## SIOUX FALLS, SO. DAK.

Tri-State Gr. Co., grain merchants & brokers.

## ST. JOSEPH, MO.

Gordon Comm. Co., T. P., grain dlr. and broker.\*

## ST. LOUIS, MO.

### Merchants Exchange Members.

Adams Com. Co., Geo. A., grain merchants.  
Connor Bros. & Co., grain.\*  
Eaton McClellan Com. Co., grain and hay.  
Elmore Schultz Gr. Co., rcvrs. & shprs. grain.  
Goffe & Carkener Co., grain commission.\*  
Green Commission Co., W. L., grain.\*  
Kennedy Grain Co., receivers, shippers.  
Morton & Co., grain, hay and seeds.  
Mullally Com. Co., John, grain, hay, seeds.\*  
Nanson Commission Co., grain commission.\*  
Pendleton Grain Co., grain merchants.  
Pickett & Beardsley Com. Co., grain & grass seed.\*  
Powell & O'Rourke, receivers, shippers.\*  
Toberman, Mackey & Co., consignments solicited.

## TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.\*

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### Produce Exchange Members.

DeVore & Co., H. W., grain and seeds.  
Goemann Grain Co., grain buyers.\*  
King & Co., C. A., grain, clover seed.\*  
Rundell Co., W. A., grain and seeds.\*  
Southworth & Co., grain commission.\*  
Wickenhiser & Co., John, rcvrs. & shippers. of gr.  
Zahn & Co., J. F., grain, seeds.\*

## TOPEKA, KAN.

Bennett Com. Co., A. H., grain merchants.  
Hoyt-Blanchard Grain Co., wholesale grain.  
Jolley Grain Co., grain merchants.  
Norton Grain Co., milling wheat a specialty.  
Topeka Gr. & Elevtr. Co., receivers & shippers.

## TRINIDAD, COLO.

Bancroft-Marty Feed & Produce Co., hay & grain.

## WASHINGTON, D. C.

Anderson, E. M., grain brokers and millers agent.  
Craig, J. V., hay and grain broker.\*

## WICHITA, KANS.

### Board of Trade Members.

Baldwin-Barr Gr. Co., receivers & shippers.  
Harold Grain Co., J. C., receivers & shippers.  
Independent Grain Co., grain commission.  
Keith Gr. Co., N. H., brokers & commission.  
Kelly Bros. Gr. Co., commission & brokerage.  
Kelly, Edward, wholesale grain & commission.  
Woodside-Smith Gr. Co., receivers & shippers.

## WINFIELD, KANS.

Daves & Daves Grain Co., grain, hay & millfeed.  
Hayes & Co., John, wholesale grain and hay.  
Head Grain Co., grain, millfeed, seeds.

\*Members Grain Dealers National Association.

## TOLEDO PRODUCE EXCHANGE MEMBERS

WHEN "SEEDY"

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Toledo Leads World

JOHN WICKENHISER & CO.

Wholesale Grain Dealers

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We make track bids and quote delivered prices.  
Solicit consignments of Grain and Clover Seed.  
Members Toledo Produce Exchange and Chicago  
Board of Trade

H. W. DEVORE & CO.

SOLICIT YOUR BUSINESS

We do not believe in Special Privilege, therefore have  
no special inducements to offer, except our same old  
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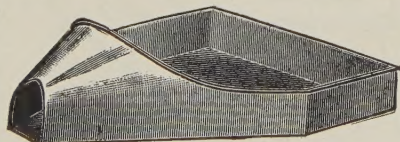
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We have  
convinced others  
that we are the one  
firm to handle con-  
signments as shippers  
wish consignments to  
be handled.

A trial car  
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*"It's the Service"*

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Representatives: C. A. Johnson, Ft. Madison, Ia.  
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Our experience and personal attention to your business gets the results you want. Try us.

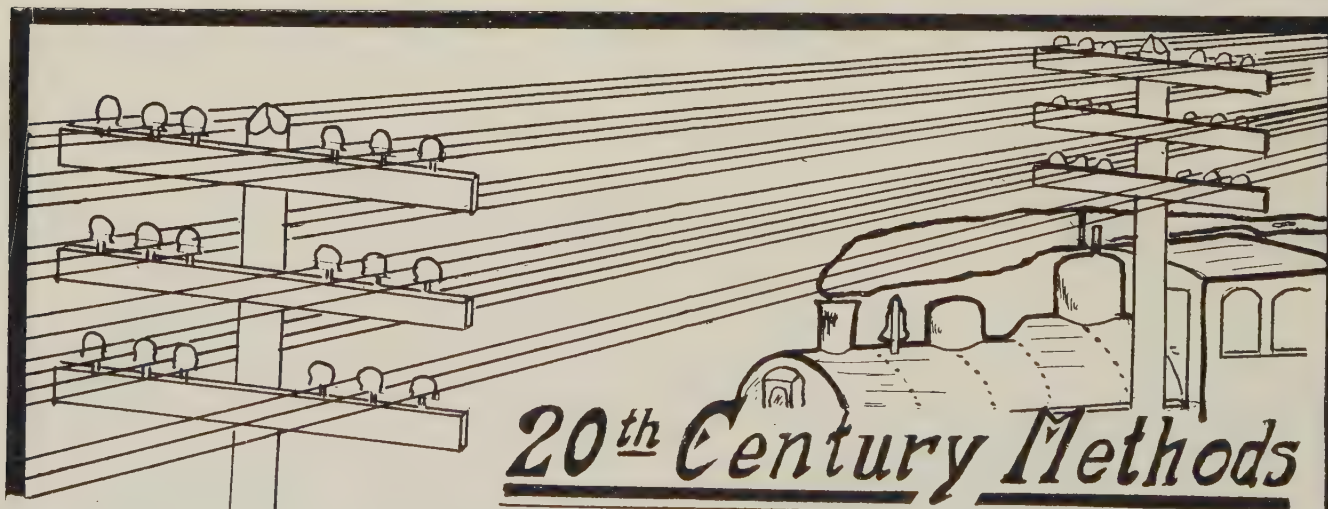
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WHEAT CORN OATS BARLEY RYE

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1600 RAILWAY EXCHANGE  
GRAIN DEPARTMENT

Chicago

**20<sup>th</sup> Century Methods**

Would you like to know each day what your consignment will bring if sold to arrive in transit?  
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By comparison you will find  
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### Grain Dealers' Scale Tickets—Book No. 51

This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net.....bushels.....pounds, Price, Dollars and Fees. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILL

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We solicit your **CONSIGNMENTS** for **STINSON-TENNEY CO.**  
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Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,090 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered 50 cts.

**Grain Dealers Journal**

La Salle St. Chicago, Ill.

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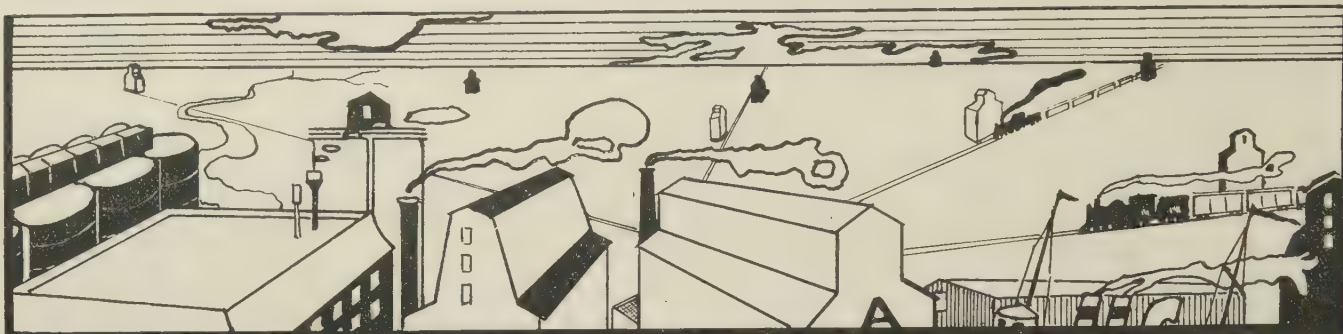
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WITH these tables you can quickly check up all reductions and detect and prevent errors, which in the car lot business are liable to run into the hundreds of bushels. Largest and most complete car load reduction table ever published. Five new tables have been added and a set of tables for Malt is included in this new edition. RANGE—Oats and Cotton Seed (32 lbs.), 7 tables, from 20,000 to 97,000 lbs. Malt (34 lbs.), 5 tables from 20,000 to 75,000 lbs. Barley, Buckwheat and Hungarian Grass Seed (48 lbs.), 7 tables, from 20,000 to 97,000 lbs. Corn, Rye and Flax Seed (56 lbs.), 9 tables, from 20,000 to 118,000 lbs. Wheat, Clover, Peas and Potatoes (60 lbs.), 9 tables, from 20,000 to 118,000 lbs. The number of bushels in any weight of grain within the numbers specified above are given in bold face type, the remaining pounds in light face type. Pounds are printed in red and bushels in black. PAPER—These tables are printed on durable heavy linen ledger paper and bound in leather covers with marginal index. Price, delivered, \$2.50.

**GRAIN DEALERS JOURNAL** 315 So. La Salle St., CHICAGO ILLINOIS



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Consignments—the most profitable, yet by far the most venturesome method of selling your grain.

Venturesome—in that case of consigning an unheard-of-commission firm, where the bid warrants the shipping of the car; when consigning a small and unprogressive company or one too large to give the proper attention for a satisfactory execution of your intersets, and when the record-breaking returns from the trial car warrant another car.

Profitable—when the prompt, smile-bringing and never-varying satisfactory returns, warrant your continued patronage. In other words, profitable when you

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Webster and Welch give different meanings of the word Consignment.

A trial car to the latter, assures a preference.

*"Smile-Bringing Returns"*

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Write for prices and samples. We solicit your consignments and futures business.

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Every Car Is a Trial Consignment  
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**Grain Commission**

Careful personal attention given to consigned grain. We know its value.

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WE HANDLE ON COMMISSION

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WE SOLICIT CONSIGNMENTS FROM RESPONSIBLE SHIPPERS

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Ship us a trial car today.  
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**Grain Merchants**

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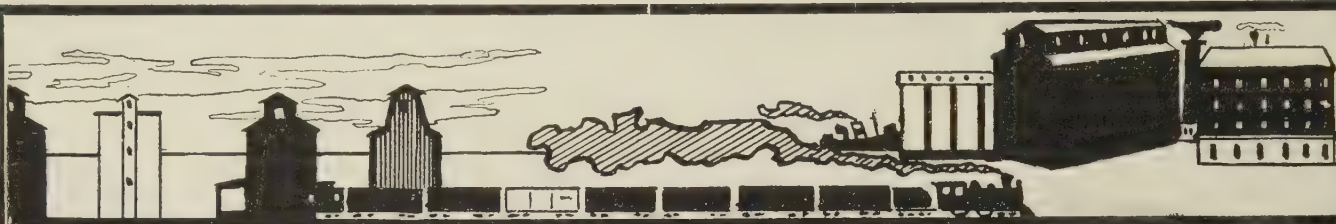
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Wholesale Grain and Commission Merchant  
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Kansas Grain Dealers Assn.  
Your Orders Solicited      Wichita, Kan.

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Established 1868

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Receivers and Shippers

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Wheat, Barley, Oats and Beans.

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Judicious Advertising as Irresistible as Niagara  
The Journal Continuously Demonstrates It



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Shippers of Corn and Oats  
**WHOLESALE GRAIN DEALERS**  
When you want **QUICK SERVICE, HIGH QUALITY** and **SATISFACTORY PRICES** in this line, consult us.  
None are more able to give you this than we.  
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ASK FOR PRICES

We want to hear from shippers of  
**OAT FEEDS AND OAT MIDDINGS**  
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We Buy Grain for All Markets.  
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Will handle your accounts on usual brokerage terms.  
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Grain, Hay, Millfeed, Flour

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**Absolutely Pure Buckwheat Flour.**

We also manufacture highest grades of

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Is a record book designed to afford ready reference to the entry or record of any car number. Facing pages 11x14 1/2 inches of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered.

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**GRAIN DEALERS JOURNAL, •**

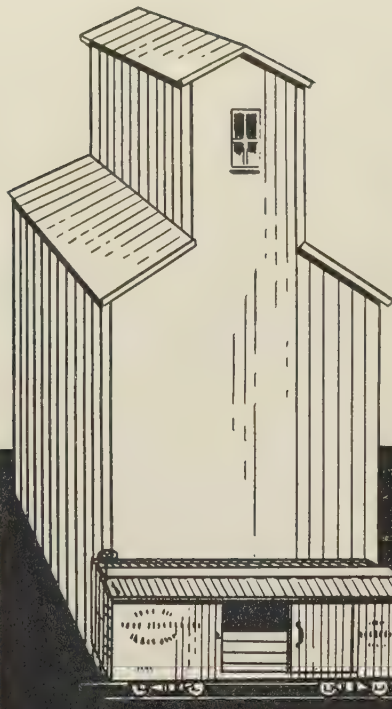
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They bring quick results.





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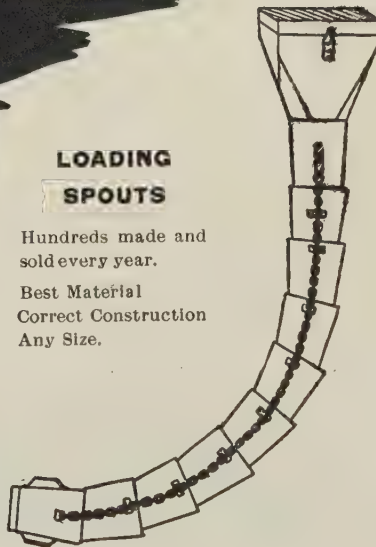
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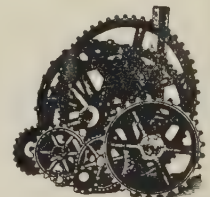
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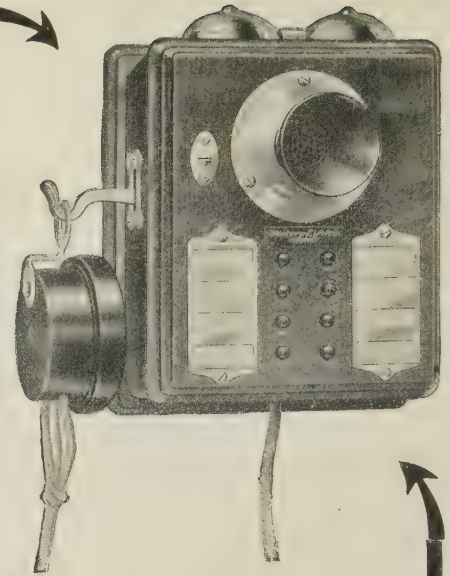
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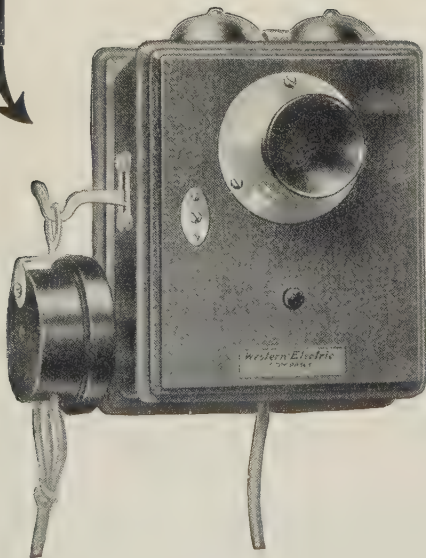


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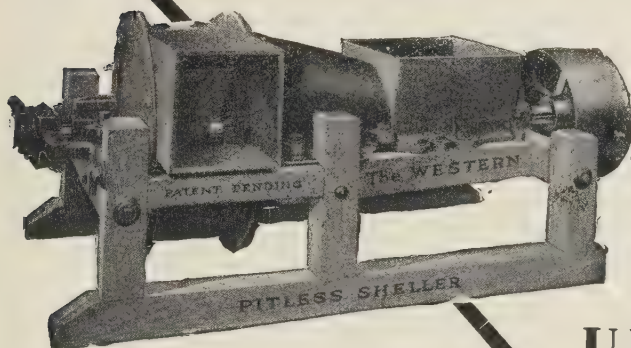
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Which, Mr. Elevator Man, looks better to you? Only 60 to 75 bushels of shelled corn per hour with that old, out-of-date, time-worn, slow and inefficient farm sheller, or—125 to 2,500 bushels per hour with less power, time, labor and expense.

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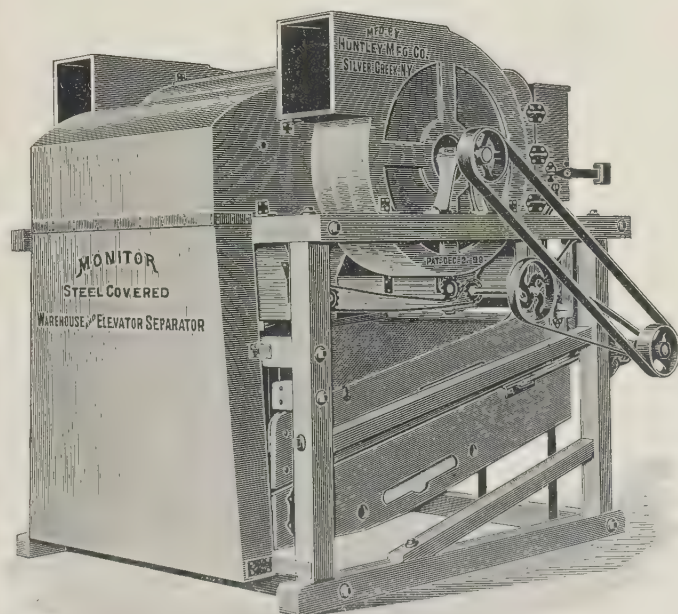
Simple, strong, durable, efficient, cheap and satisfactory.

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## Indestructible From Any Cause

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can save you money by increasing the efficiency of your elevator.

*When you write for sample and price list,  
kindly mention this paper.*

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## We Are Ready To Demonstrate

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All sizes, hand picked, rescreened, clean, bright coal; hot, clean burner, high in efficiency, light in ash. Equally desirable for both steam and domestic purposes.

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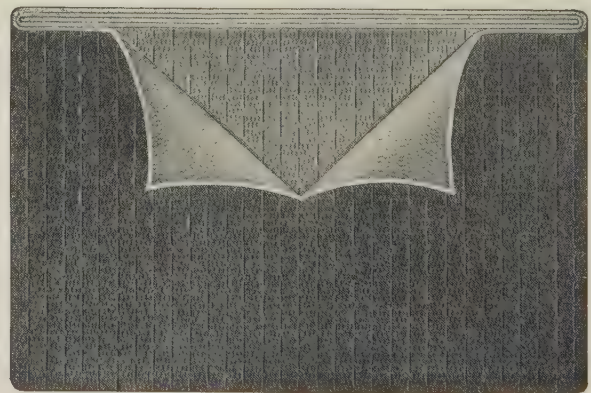
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That's the way it will work out if you will discard rubber belting (which deteriorates whether in or out of service) and try our

## "REXALL" DOUBLE-STITCHED BELTING

A scientifically constructed belt for GRAIN ELEVATING and CONVEYING



1. The plies cannot separate
2. The edges will not ravel
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4. Double the life of rubber belting

There's a good reason WHY in each case—Let us send a sample and explain before you buy.

**Imperial Belting Co.**

Everything in Belting  
**CHICAGO**



## GRAIN ELEVATOR BUILDERS

You can get

### A MODERN ELEVATOR

for the asking

W. H. CRAMER, St. Paul, Nebr.



Especially Designed for Economy of Operation and Maintenance  
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### W. H. WENHOLZ

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Builders of Grain Elevators, Flour Mills and Buildings of Every Design

WILLISTON :: NORTH DAKOTA

### DO YOU WANT?

a modern and up-to-date elevator? Then write to

J. A. H. Whaley, Sedalia, Mo.

"Builder of Modern Elevators"  
Plans and Estimates on request.

### STEEL GRAIN TANKS

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success. We do it.

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### D. E. PALMER

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Elevator Work a specialty. Plans and specifications on request.

Get Old Ed to build your elevator,  
'He knows how.'



### Morley Bros., Haden & Plott

DESIGNERS AND CONTRACTORS

GRAIN ELEVATORS

WICHITA - - KANSAS

Our aim is to give good satisfaction, and the best for the money.

Let us build your next elevator and make you one of our satisfied customers. Our prices are always right.

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Phone M. 5930 WICHITA, KANS.

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Designers and Builders of

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Plans submitted. Correspondence solicited.

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Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

**The Practical Gas Engineer**, by E. W. Longenecker, M. D., Price, \$1.00.

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**Gas Engine Troubles and Remedies**, by Albert Stritmatter, Price, \$1.00.

**Plain Gas Engine Sense**, by E. L. Osborne, Price, \$1.00.

**Grain Dealers Journal**

315 So. La Salle St. Chicago, Ill.



### Burrell built this elevator—

because the owner had seen one just like it at another station near him.

### That's all we ask you to do—

is to inspect a Burrell elevator near you. There's one. Write for list of those Burrell operators who are convinced of the durability, convenience and the low operating cost.

Write about any elevator work.

### BURRELL ENGINEERING & CONSTRUCTION CO.

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### Direct

### Reduction Tables for Corn and Oats

Reduce any weight of corn from 100 to 5090 pounds, by ten-pound breaks, direct to bushels of 56 lbs.; 56, with one pound dockage for dirt; 68, 70, 72, 75 and 80 lbs. The 56-lb table may also be used for reducing rye and flaxseed to bushels. Oats are reduced to bushels at 32, 33 and 35 pounds.

Ten tables printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 Cents.

### Grain Dealers Journal

315 S. La Salle Street CHICAGO, ILL.

### DIRECT REDUCTION TABLES

for

Wheat, Buckwheat,  
Barley and Timothy

reduce any weight of wheat from 100 to 5090 pounds by ten-pound breaks direct to bushels of 60 lbs.; 60 lbs. with 1 lb. dockage; 60 lbs. with 2 lbs. dockage; 60 lbs. with 3 lbs. dockage; 60 lbs. with 5 lbs. dockage; Timothy Seed, 45 lbs.; Barley, Hungarian Grass Seed and Corn Meal, 48 lbs.; Barley, 50 lbs. and Buckwheat, 52 lbs.

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### GRAIN DEALERS JOURNAL

315 S. La Salle Street CHICAGO, ILL.



## GRAIN ELEVATOR BUILDERS

### REAL builders of REAL elevators **YOUNG LOVE CONSTRUCTION CO.**

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### Originator of Good Elevators

It will pay you to correspond with  
us before building or remodeling.  
No charge for our experience.

**W. N. CLAUS CO.,** "ORIGINAL STARTER  
OF GOOD ELEVATORS"  
SIBLEY IOWA

**Reinforced Concrete Grain Elevator, Feed  
Mill and Warehouse, built in 1910 for  
Buffalo Cereal Co., at Buffalo, N. Y.**



**Fireproof Construction Elevators, Mills and  
Warehouses. We prepare plans and make  
lump-sum price for the complete work.**

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### Do You Need a New Elevator?

Have You One That Needs Remodeling?

or

One That Needs Additional Machinery?

Write or wire us about it.

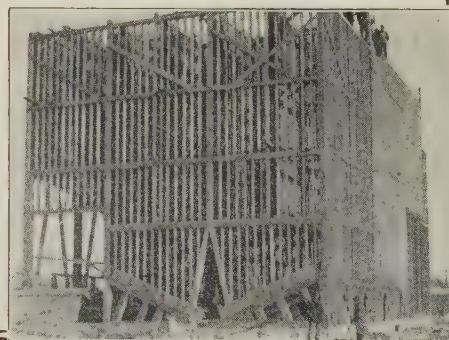
We can save you money in building  
and operating.

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**P. H. PELKEY CONSTRUCTION CO.**  
Builders of Good Elevators  
Phone Market 374 115 N. Emporia Wichita, Kans.

### From a ten-penny nail to the largest timber

every part of a  
**RELIANCE  
ELEVATOR**  
is installed for a  
purpose, and in-  
stalled so it will  
serve its purpose.  
Plans and esti-  
mates.

**Reliance  
Construction Co.**  
Board of Trade  
INDIANAPOLIS



### BOOKS for GRAIN DEALERS

ACCOUNT BOOKS, SCALE TICKETS, GRAIN  
TABLES, SHIPPING BOOKS, CIPER CODES,  
GAS ENGINE BOOKS, ETC. Tell your wants to

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### Grain Receiving and Stock Book

Is a book designed especially for keeping a record  
of each kind of grain received at a country eleva-  
tor in a separate column so that the buyer by  
adding up the columns may quickly determine the  
number of bushels of each kind of grain on hand.  
Columns are also provided for date, name, gross,  
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Printed on heavy Linen Ledger paper, well bound  
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pages is 9 x 12 inches, giving room for recording  
20 wagon loads.

Order Form No. 321.

PRICE, \$1.50

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## GRAIN ELEVATOR BUILDERS

### Grain Elevators

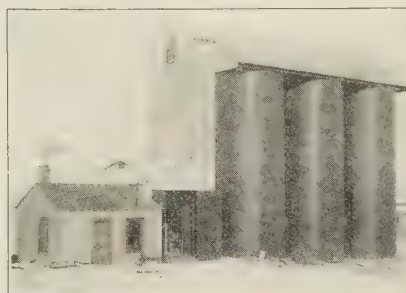
Warehouses Seed Houses  
WOOD OR FIRE PROOF

## T. E. IBBERSON

Elevator Builder

Minneapolis

Minn.



### FIREPROOF ELEVATORS

A North Dakotagrain company had us build this 30,000 bushel steel elevator for them after they had had several disastrous fires.

It paid them to do it. It will pay you to investigate our facilities for building steel elevators like this one. We know the business.

### Minneapolis Steel & Machinery Co.

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ENGINEERS and CONTRACTORS

for ELEVATORS

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GRAIN ELEVATORS

ENGINEERS CONSTRUCTORS

Plans and Specifications a Specialty.

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Mutual Life Bldg., BUFFALO, N. Y.

Builds Steel and Concrete Elevators

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Any Size or Capacity

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DESIGNERS AND BUILDERS OF  
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Designing and Construction  
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Witherspoon-Englar Co. Monadnock Bldg.  
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St. Lawrence Flour Mills Co., Limited.  
Montreal, Quebec

This very complete plant recently constructed by

### The Barnett & Record Company

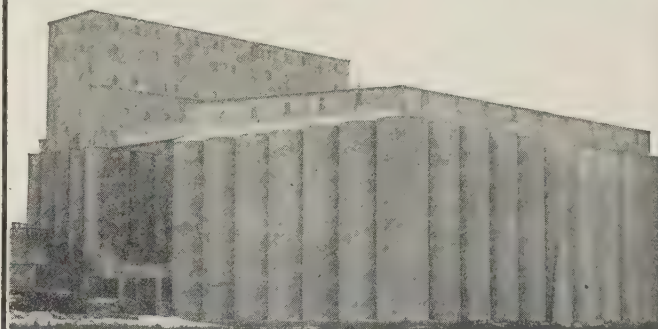
Minneapolis	-	Minnesota
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Write us for designs and estimates.

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Designers and Builders of **GRAIN ELEVATORS** In All Parts of the World



Grand Trunk Pacific Elevator at Fort William, Ontario  
Capacity 8,500,000 Bushels.

### GRAIN ELEVATOR DEPT., 1811 Fisher Bldg., Chicago

W. R. SINKS, Manager

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We also do General Contracting and have Offices in the following cities.  
Write or call on any of them

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New Orleans, La., Hibernia Bank Bldg.

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Fort William, Ontario, Canada



## The Improved KELLY-DUPLEX MILL

For grinding Ear Corn and Cob, with or without husks; Kaffir Corn and all kinds of small grain.

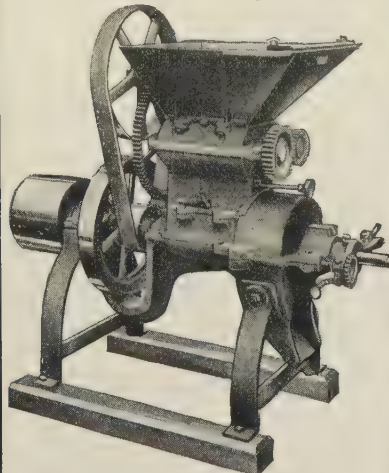
### Positive FORCE Feed

Wide and strong bearings, absolute alignment and uniform product. Double or Duplex Burrs. Perfect Regulation.

No end thrust on main shaft.

Well made, nicely finished, a real mill.

### Especially Adapted to Gasoline Engines



Made in four sizes, 3½ to 20 H. P.

A high class mill at a moderate price. Furnished with bagger if desired.

**THE DUPLEX MILL & MFG. CO.**  
SPRINGFIELD, OHIO

## Encourage ADVERTISING

by your attention—the benefits are yours. Mention The

**Grain Dealers Journal**

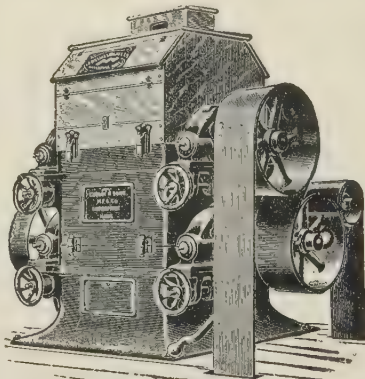
MILWAUKEE  
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## CAR-LINING BURLAP

To prevent leakage of grain, line cars with "Milwaukee Burlap"—it will save you dollars and trouble. Write for prices and samples.

**MILWAUKEE BAG CO., Milwaukee, Wis.**

MILWAUKEE  
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## THE EHRSAM

### Big Capacity Corn and Feed Mill

Is the best and biggest paying investment every grain man can make.

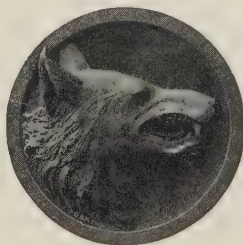
The EHRSAM Two and Three-High Mill is made of the finest materials for strength and durability. Frame is all cast iron—and most convenient arrangement for ease and speed in removing rolls.

GRINDS Coarse or fine meal, barley, graham flour, linseed meal, corn chop, etc.

You know of the results and profits derived through the operation of a feed mill in connection with your elevator. Now let us tell you about the benefits obtained through use of the EHRSAM. Write.

**THE J. B. EHRSAM & SONS MFG. CO.**  
2 Factory Street, Enterprise, Kansas

"Send us your rolls."



There are so many alfalfa mills that do not cut, but hammer and "chew" the stock that, for a true cutting machine, you will profit by buying a

## WOLF

### Alfalfa Grinding Mill

This machine does the cleanest work. It cuts, not hammers, the stock; and that is something most alfalfa mills can't do because they are not scientifically constructed.

The sound scientific principles governing the design of the Wolf Alfalfa Grinding Mill are greatly responsible for its perfect cutting qualities.

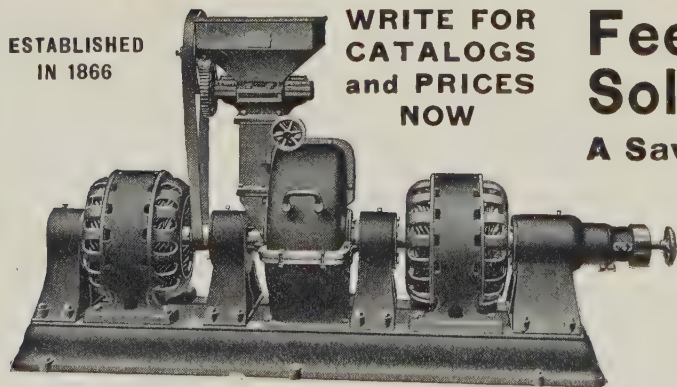
Full particulars on request.

**THE WOLF COMPANY, Chambersburg, Pa.**

# "Monarch" Ball Bearing

ESTABLISHED  
IN 1866

WRITE FOR  
CATALOGS  
and PRICES  
NOW



"Monarch" Ball Bearing Direct Motor Driven Attrition Mill  
We manufacture the Largest, Most Improved, and Most Complete Line of Machinery for Flour and Feed Mills, Grain Elevators, etc., in the World.

Feed Grinders will always  
Solve All Your Troubles.

A Saving of from 35% to 60% in Power.

## Don't Forget!

**ELECTRICALLY**

Direct connected motor driven Ball Bearing Feed Grinders and Corn Crackers **Our Specialty**

You cannot afford to operate your plant without one of these "Monarch" mills, because of the large amount of power saved or the tremendous increase in capacity that you will obtain with present power. Guaranteed to never get out of tram. **TRY ONE OF THEM NOW**

**SPROUT, WALDRON & CO., MUNCY, PA.**

WESTERN OFFICE: 53 W. Jackson Blvd., CHICAGO

THE MILL BUILDERS, P. O. BOX 260

BRANCH OFFICE } 613 McKay Bldg.  
PORTLAND OREGON



**If** your corn had been clean, we could have got a No. 2 price for it. your wheat had not contained so much foreign matter and chaff, we could have sold it sooner, and at a better price. all your oats are as dirty as these, we cannot use them. you had installed a

## "Western" Gyrating Cleaner

you would have obtained all these prices and quick sales. You, Mr. Shipper, you who do not clean your grain, are familiar with these replies, these troubles and loss of money. You could have paid many times for a grain cleaner, and have saved a large profit in addition with the money you are continually losing because of dirty grain. ¶ Receivers and grain men are demanding clean grain, and wise shippers are taking advantage of this fact, by supplying their demands, and getting the highest prices and quickest sales. It's time you investigated and installed a cleaner.

### Why the "Western"

The "Western" cleans more and better grain than any other cleaner on the market of equal capacity. Greater capacity, better separation, less vibration, greater durability, least expensive machine to operate and install.

Two distinct movements, rotary and oscillating. Improved non-chokable finger screens, are always clean and open, assuring efficiency in cleaning and separating.

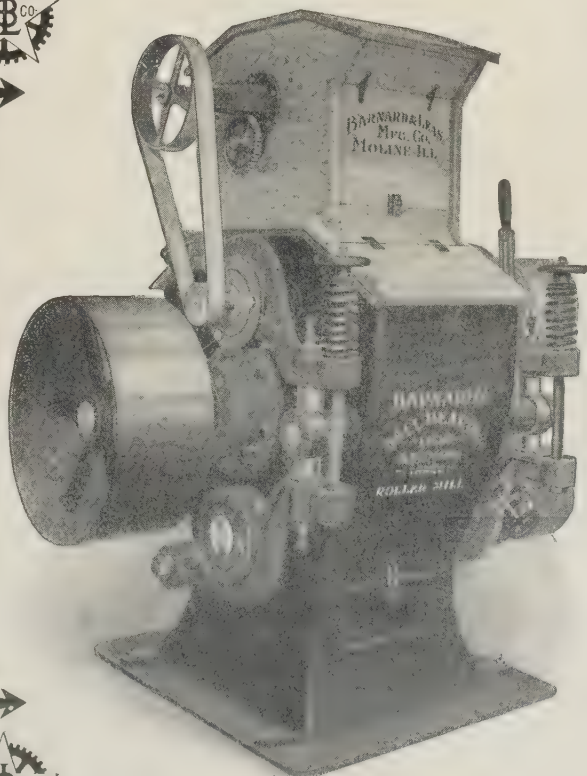
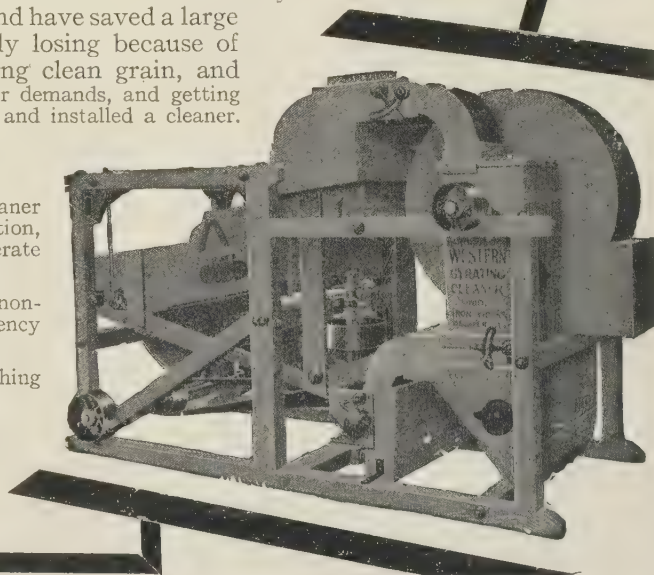
Simple, durable, efficient, cheap. Write today for "Everything from Pit to Cupola." Free.

## UNION IRON WORKS

Decatur

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Illinois



## Money Saved

### Barnard's Ball Bearing Three Roller Feed Mill

will save you money because it takes less power, oil, belting and repairs.

The bearings are practically frictionless, always run cool and show little wear.

They never need adjustment and are always in tram.

This mill, because of its large capacity and light running, is especially adapted for grinding coarse corn meal and chop feed.

*Send for late booklet.*

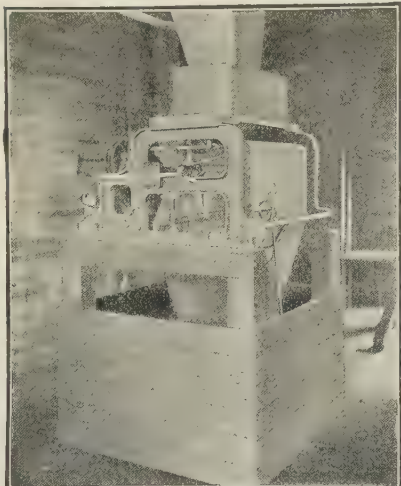
**BARNARD & LEAS MFG. CO.**

**MILL BUILDERS AND  
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



## AN EQUIPOISE SCALE



This shows a Richardson patent **Equipoise** automatic scale at Cherry Grove, Ind., owned by Crabbs, Reynolds, Taylor Co. of Crawfordsville, Ind., and they have eight similar scales in their elevators.

Did you read in the Grain Dealers Journal about the Conference of Association Officials held August 26-27. During the discussion of Mr. F. C. Maegly's paper, "Weights," Mr. Reynolds, former president of the Grain Dealers National Association—

"denounced most scales now manufactured, and declared the only kind he would exempt from the scrap heap was an Equipoise Automatic Scale."

### What Kind of Scale Have You?

Let Us Tell You About Ours

## RICHARDSON SCALE COMPANY

209 S. State Street, CHICAGO

Passaic,  
N.J.

Box 876  
Kansas City, Mo.

413 Third St., So.  
Minneapolis

Box 305  
Omaha, Neb.

P. O. Box 694  
Dallas, Tex.

## Did It Ever Occur to You

that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it.

We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

## The Strong-Scott Mfg. Co.

Minneapolis, Minn.

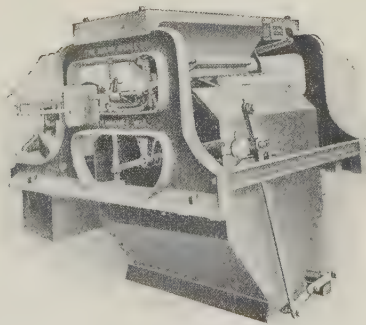
Northwestern Agents for

Richardson Automatic Scales

Invincible Cleaners

Knickerbocker Dust Collectors

## Elected by a Grand Majority



## The Avery Automatic Scale

THE MOST POTENT FACTOR FOR PROSPERITY IN YOUR BUSINESS

Read what one company thinks of the Avery:

"Oct. 25th, 1912.

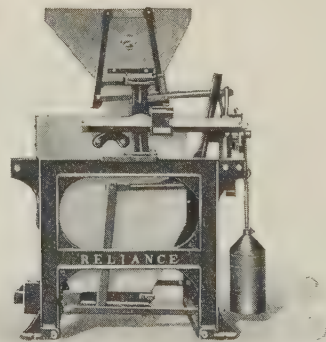
"Gentlemen—Enclosed find our check covering invoice for your 1,500 bu. Automatic Scale. Up to the present time we are very much pleased with the scale, as it has given perfect satisfaction in every respect."

Let us hear from YOU

## EVERY SCALE CO.

726 Monadnock Bldg., Chicago.

N. Milwaukee, Wis.



IF we used a hundred more parts on the RELIANCE Automatic Scale it would be no better than it is. In fact, it would not be as good and we would have to charge more for it.

SIMPLICITY means a great deal in the manufacture as well as in the operation of an Automatic Scale.

There is a twenty-five year's experience behind the RELIANCE and no little detail has been overlooked.

Investigate.

Write for Catalogue.

## National Automatic Scale Co.

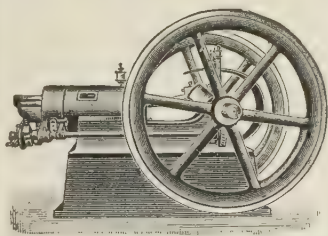
Bloomington, Illinois

Power Equipment Co.,  
Minneapolis, Minn.,  
Northwestern Agents.

Orr-Newell Co.  
Cedar Rapids, Iowa,  
Iowa, Agents



# HOWE SCALES



Of the Protected "Ball Bearing" kind, that weighs correctly and wears Everlastingly.

## Sonander Automatic Scales

Witte Gasoline Engines - Hall's Safes and Vault Fronts  
ELEVATOR MACHINERY AND SUPPLIES

WRITE FOR CATALOG "E"

HOWE SCALE CO. OF ILL. 418-420 SOUTH THIRD STREET  
MINNEAPOLIS, MINN.

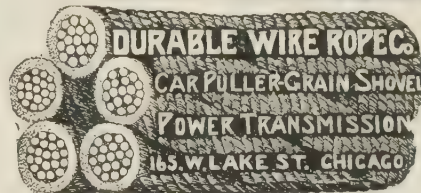
## Cover's Dust Protector

Rubber Protector, \$2.00

Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., SOUTH BEND, IND.



## CYCLONE BLOW PIPE CO

IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems

1001-1015 W 21st St., cor. Morgan St. CHICAGO, ILL.



Patented

INVESTIGATIONS

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SPECIALIZES IN GRAIN AND MILLING

Flour Exchange Building  
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Telephone  
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## An Investment---

which others pay for and you collect the dividends.

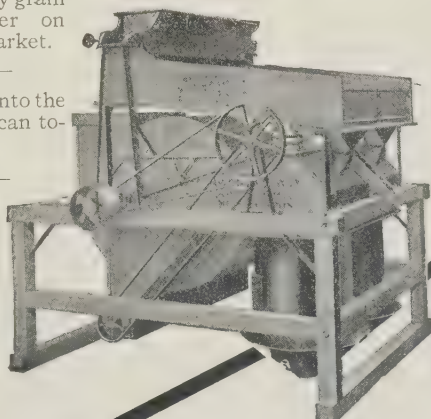
Look good?  
Then look into the

## AMERICAN Pneumatic Grain Cleaner

The premium prices you will receive and can demand on the improved appearance, absolute cleanliness of your grain, will many, many times pay for the machine, and will also show you a bountiful profit. A large increase in test weight without any perceptible shrinkage loss.

The most practical, simple, durable, effective and satisfactory grain cleaner on the market.

Look into the American today.



Cleaner grain—  
bigger gain.

Write  
for  
Book-  
let.

American Machinery & Const. Co.  
Milwaukee, Wis.

## Car Order Blanks

FORM 222 C. O.

So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. Price, 50 cts.

Grain Dealers  
Journal,

315 So. La Salle St.  
CHICAGO, ILL.



## Saves Half the Power

BECAUSE

There is No-Back-Pressure

## The New "1905" Cyclone Dust Collector

Write for Catalog  
on Dust Collectors

The Knickerbocker Co.  
Jackson, Mich.



**A SATISFIED CUSTOMER**

He says so himself, and he ought to know. The reasons are plain, it is because

**The Boss Car Loader**

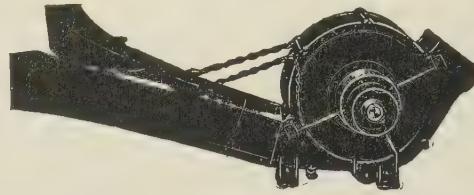
is compact, durable, practical and satisfactory in operation and installation cost.

Grain is not stopped and then blown out but retains its original momentum with added force. Let us send a "Boss" on approval. Write

**MAROA MFG. COMPANY**

Dept. 3. MAROA, ILL.

MAROA MFG. CO., Maroa, Ill. Peru, Neb., Aug. 17, 1912.  
DEAR SIR:—I have to say the car loader has done well, all I could expect of it. Enclosed you will find bank draft for the loader and a satisfied customer. Respectfully yours,  
GEO. K. PETIT.

**BOWSHER**

(Sold with or without Elevator)  
CRUSH ear corn (with or without shucks) and GRIND all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

**LIGHTEST RUNNING**

(Our circular tells why)

Handy to Operate. Ten sizes 2 to 25 Horsepower.

**FREE** Booklet on "Values of Feeds and Manures."

The N. P. Bowsher Co.  
South Bend : : Indiana

**FEED MILLS****THE K-C CAR LOADER**

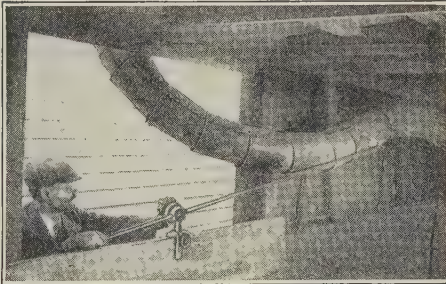
The Loader that saves its price on every car

- ¶ Saves pocketing of dust and dirt and lower grades of grains right in front of car door.
- ¶ Will grade your grain from one to two points higher on account of even distribution.
- ¶ Money refunded if Loader is not satisfactory after loading three cars.
- ¶ Send for name of nearest user or write A. A. Lee, Hatton, N. D., or B. F. Stone, Stillwater, or Capital National Bank, St. Paul, for references.

Fully Guaranteed—Have Good Proposition for Agents

**K-C CAR LOADER CO.**

214-18 American National Bank Bldg.  
ST. PAUL, MINN.

**LOAD ALL KINDS OF GRAIN**

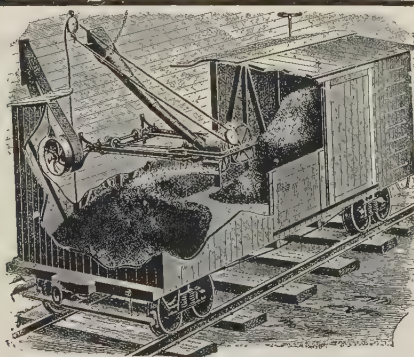
Elevator men who use gravity loading often wonder at the low grading at destination. The reason is that by gravity the light grain falls near the car door. Actual tests have demonstrated a difference in bushel from this cause of from 2 to 3 pounds per weight. But this is overcome with a

**CHAMPION CAR LOADER**

The mechanism of this machine is such that the grain going into the casing all together the light with the heavy, is forced by the rotary to the extreme end of the car. This is an important factor in proper loading and the only way to get a fair grade at destination.

The Champion has other advantages.  
Write us for full particulars.

**E. BAUDER, - Sterling, Ill.**

**Written Contracts Book**

This book is planned for recording agreements for the delivery of grain bought. By its use each party thereby obtains a clear statement of what is intended by the owner, and the farmer lives up to his contract.

The stub is signed by the farmer certifying that he has sold.....bushels of..... at.....per bu., to be delivered on or before..... It also certifies that he has received.....dollars on the contract. The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x4 1/4". If you contract for grain you cannot afford to be without these blanks.

Order form No. 9. Price, 50 cents  
**GRAIN DEALERS JOURNAL**  
255 La Salle St. CHICAGO, ILL.

**This space is yours**

If you are the first to apply for it

**This Man Knows**

Why you should install a

**PNEUMATIC CAR LOADER**

Sylvan Grove, Kan., Aug. 2, 1912.  
Mattoon Grain Conveyor Co.

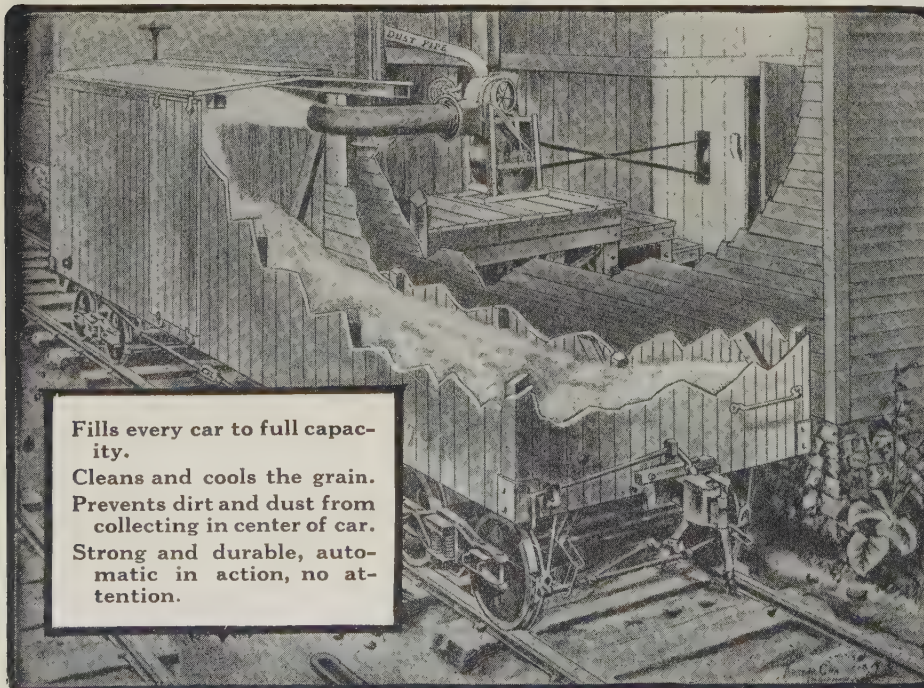
Gentlemen:—The machine does the work in first class condition. It is all that we could ask for. It loads the large cars to their full capacity, without a bit of shoveling. We are very well pleased with the work this machine does. If at any time you wish to use our name we would be pleased to give anyone a recommendation on this machine. Enclosed find bank draft for the machine.

Yours truly,  
Farmers Elevator Co.  
S. Frey, Mgr.

Write for further reasons

**MATTOON**  
GRAIN CONVEYOR CO.  
MATTOON, ILL.

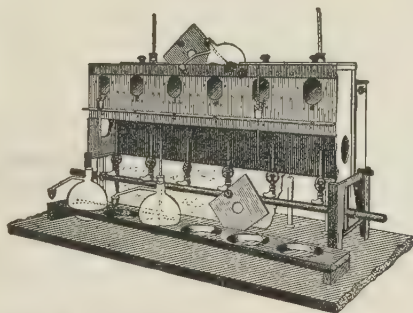
Fills every car to full capacity.  
Cleans and cools the grain.  
Prevents dirt and dust from collecting in center of car.  
Strong and durable, automatic in action, no attention.





## There is only ONE

*Brown & Duvel  
Moisture Tester*

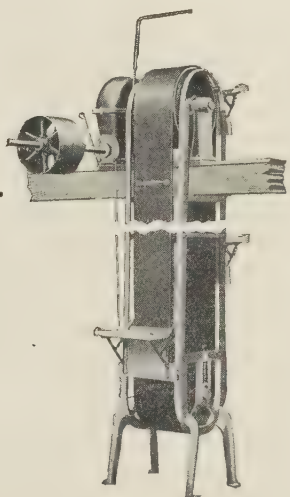


Our apparatus embodies every improvement, is the adopted standard of the U. S. Department of Agriculture, gives more accurate results than imitations.

Our apparatus requires no highly trained man to operate it; is sold upon its own merit—not upon the reputation of some other make.

*Write to us for our book.*

The Kny-Scheerer Co., Dept. of Seed Apparatus, 404-410 West 27th Street, New York  
CHICAGO OFFICE; 105 North Wabash Ave.



## A Reliable Service Elevator

is now regarded as a necessity in every well appointed mill, grain elevator, and warehouse. In the

## N. & M. Co. Service Elevator

the mechanical construction, convenience of operation and general usefulness have been improved to a marked extent, resulting in a far more substantial and durable construction, saving in power, absolute dependability and greater safety to the users. Besides being a handy and practical passenger elevator this time and energy saving device is frequently used for handling packages, material in bags, etc. It is built in heights to suit your conditions.

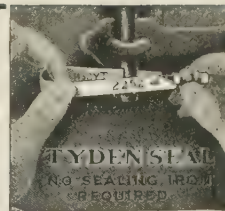
Our circular No. 1200 tells you about these service elevators. Write for it.

## Nordyke & Marmon Company

AMERICA'S LEADING MILL BUILDERS

Indianapolis, Indiana

## Tyden Car Seals Prevent Losses and Claims.



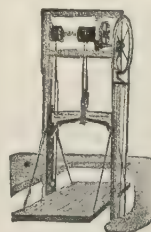
Self-locking, Safe, Secure. Adopted by U. S. Government and Leading Railroads. Your name on each seal. Millions used by shippers.

Write for samples.

International Seal & Lock Co.  
Hastings, Mich.

Chicago Office, 617 Railway Exchange.

## NEW ERA MANLIFT



Users consider our "New Era" Manlifts to be the best—always reliable. We make

HAND ELEVATORS  
POWER ELEVATORS  
DUMBWAITERS  
INVALID HOISTS  
BOX HOISTS, ETC.

*Write for prices when  
needing anything in our line*

Sidney Elevator Mfg. Co., Sidney, Ohio

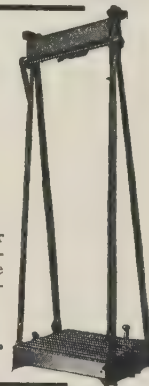
Mention this paper.

## Double Safety Man-Lift

All steel  
Same Price  
Weighs Less  
More Durable

Send us specifications for your entire wants for elevator supplies and equipment. We make them, and they are all as modern as our steel Man-Lift.

BURRELL MFG. CO.  
BRADLEY, ILL.



## NO POWER NO EXPENSE

to operate this

## MAN-LIFT

Only a slight pull on the soft, strong hand-rope necessary to start the car after stepping on foot lever. Ball bearings assure easy running.

Springs are of the best steel and of sufficient size to be durable and do the work satisfactorily.

Safety catch prevents car from falling in case of accident to rope

Send us your specifications for elevator supplies and equipment. Our prices are right.

Murphy Mfg. Co.

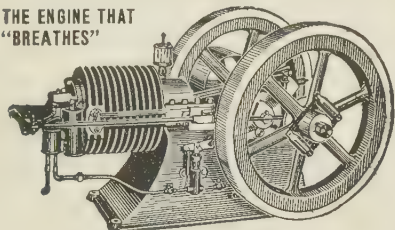
115-17 W. 7th Street, KANSAS CITY, MO.



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The grain trade news? Then subscribe for the Grain Dealers Journal. Twice each month for \$1.50 per year.



THE ENGINE THAT  
"BREATHES"

Sizes 1½ to 12 H. P.

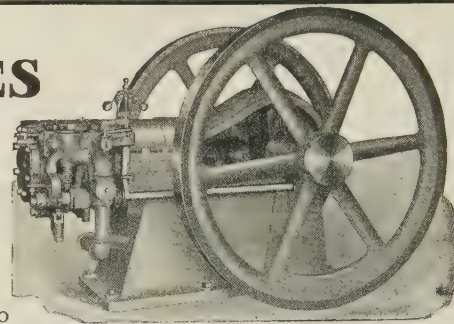
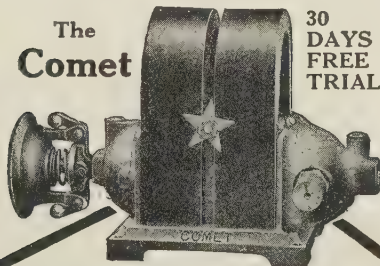
Just the engine for the elevator or shop. No Water Tanks, Hoppers or Fan Complications to bother with. The Gade pays for itself by cutting your fuel bill one-third. Investigate the efficient and economic GADE before you purchase an engine. 5 year guarantee. Write for catalog and descriptive matter.  
GADE BROS. MFG. CO. 110 Main St. Iowa Falls, Iowa

**"NEW ERA"****GAS AND GASOLINE ENGINES**

are of the highest mechanical efficiency. There is nothing better to be had. Ready to run always, and give universal satisfaction. Used by elevator men all over the United States. They have many patented features, giving the greatest economy in operation. Our patented water jacketed cylinder head requires no packing. We have many other advantages. Send for catalog, and prices from 8 to 75 H. P.

**THE NEW ERA GAS ENGINE CO.**  
86 Jefferson St., PORTSMOUTH, O.

formerly of Dayton O

**The Comet****30  
DAYS  
FREE  
TRIAL****Don't figure the first cost**

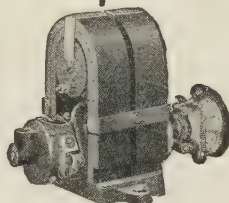
—OF—

**The Comet****Figure the money saved in the end**

Experience with Magnets has proved their superiority over batteries or dynamos, and experience with the Comet will prove it to be the simplest, most compact, and most powerful magnet made.

For Make & Break Spark \$10—For 1 or 2 cyl., jump \$11  
WRITE FOR CATALOG

**HENRICKS NOVELTY CO.**  
1243 St. Paul St., Indianapolis, Ind.

**A "Wizard" Magneto**

**Saves** Continuous battery replacing expense.  
Saves time, worry and costly break-downs.  
Never-varying power saves the elevator.

There is but one cost to the "Wizard"—the first.

Write for Catalog GD

**Hercules Electric Company**  
Indianapolis, Ind.

**Certain Departments**

in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the dollar and fifty cents in your pocket.

**TONS to Dollars and Cents**

Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4½x8½ inches, 110 pages. Price, \$1.00.

**GRAIN DEALERS JOURNAL**

**La Salle Street, Chicago, Ill.**

**Powerful facts about a power-full engine****It's the "Superior" Gasoline Engine**

The most economical power an elevator operator can install. Economy through efficiency, durability and reliability. Always rendering the utmost power and satisfaction; no continuous repair expense and always ready; no breakdowns.

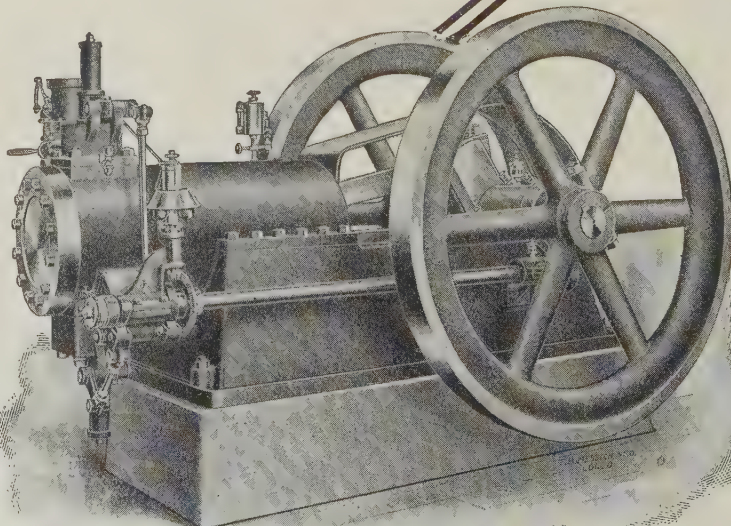
Every Superior Engine is guaranteed to develop and maintain the rated horse-power with the claimed amount of fuel consumption.

Ask your neighbor user; there's one near you. Shall we send you list of grain men using the Superior?

No trouble to give information and answer power problems; and our experience, service and solutions may save you a lot of power trouble.

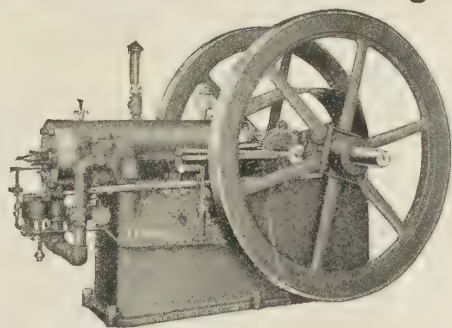
Send for "Superior" catalog.

**Superior Gas Engine  
Company**  
**SPRINGFIELD, OHIO**





## Fairbanks-Morse Oil Engines



### Made Right and Sold Right

Ideal power for the elevator. Run on Kerosene, Gasoline or Low Grade Distillates. Built for hard service. Simple in construction and easy to operate. Deliver more than rated power for actual work. Save time, labor and money for the user.

### Dependable, Durable, Economical

Sold under the Fairbanks-Morse guarantee. Thousands of satisfied users. Send for Catalog No. 550SV. It will interest you.

## Fairbanks, Morse & Co.

900 Wabash Avenue, Chicago, Ill.

Wagon and Portable Scales, Gasoline Engines, Pumps, Water Systems, Electric Light Plants, Windmills, Feed Grinders.

## YOUR BUSINESS

can be introduced to the progressive grain dealers of the country under most favorable circumstances (and you will be in good company) by the judicious use of space in the **GRAIN DEALERS JOURNAL, OF CHICAGO**

# For Sale



For particulars see the

## "ELEVATORS FOR SALE"

columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale.

If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily.

## The Money-Making "MUNCIE"

### THE real oil engine

We say "money-making" because it is a continuous money-saver to the power user. Oil engines are recognized as the cheapest and most satisfactory power known, and the MUNCIE has been accepted as the Standard Oil engine, because—

It operates on Fuel, Crude, Solar, and Gas Oils, and Kerosene, Naphtha and Distillate.

No batteries, magnetos or dynamos.

Fewest working parts of any engine.

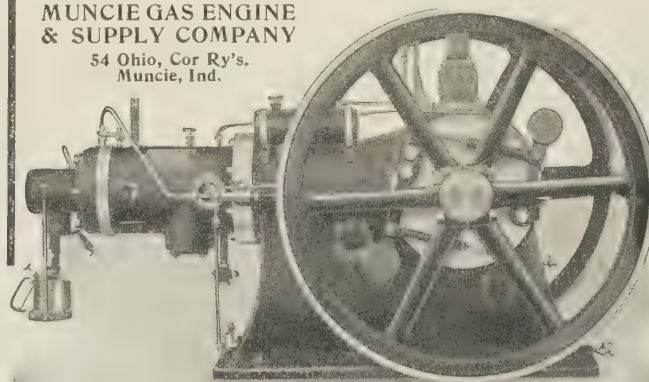
Built for hardest service.

Simple, durable, efficient and economical.

It's the engine for YOU. Write for catalog.

### MUNCIE GAS ENGINE & SUPPLY COMPANY

54 Ohio, Cor Ry's.  
Muncie, Ind.



## ANTI-FREEZING SOLUTION

for Water Jackets of Gas Engines

## RHODES' CALCIUM CHLORIDE

Will not rust, absolutely odorless. Will not evaporate, lasts all winter. Five (5) pounds to a gallon of water not freeze 54° below zero. Has been used for several years and is absolutely standard.

Guaranteed to have lowest freezing point, pound for pound, of any Anti-Freezing Compound.

(Send for circular.)

New York JAMES H. RHODES & COMPANY Chicago

## Grain Receiving Ledger

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8½x13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43.

PRICE, \$2 25

## GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

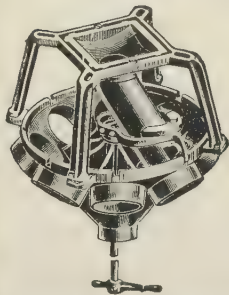


## HALL SPECIAL ELEVATOR LEG

*The leg without a choke*

## AND THE HALL SIGNALING DISTRIBUTOR

*The Distributor without a mix.*



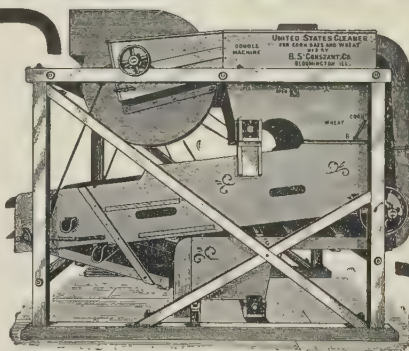
They double capacity,  
Are more convenient,  
And never wear out.

Send us number of bins, total lift, capacity  
desired and get free specifications for equip-  
ment suited to your elevator.

**HALL DISTRIBUTOR CO.**  
222 Ramge Bldg., Omaha, Nebr.

## "Believe me, there's some Cleaner!"

Honest, Mr. Elevator-Man, we  
could not furnish you with any  
better testimonials than the ex-  
pressions of approval on the part  
of the contractors, after we have  
demonstrated to them the many  
advantages of the



"Constant Satisfaction"

## U. S. GRAIN CLEANER

Men who work with cleaners every day, and are thoroughly familiar  
with the advantages of every type and make of grain cleaner, and  
then to hear 'em say, "Well, say, that looks good to me," and, "You've  
got the right principles," why you can't beat it.

Yes, and what's more, the U. S. cleans the small grain just as sat-  
isfactory as it separates the corn and the cob. If you want a real  
GRAIN CLEANER—then we want your want. Write

**B. S. CONSTANT CO., Bloomington, Illinois**

## The Automatic Dump Controller



This machine can be attached  
to old or new drop dump, with  
but small expense.

Absolutely automatic, out of  
the sink, and requires no atten-  
tion. Has control of the dump  
from the time the trigger is  
pulled until it settles entirely  
down.

Its using oil for a cushion  
makes it self lubricating.

There are hundreds in use over  
the entire grain section.

Our list of testimonials, and  
numerous duplicate orders is con-  
clusive evidence of their value.

Satisfaction guaranteed.

*For descriptive circular  
and list of users, write*

**L. J. McMILLIN**

Board of Trade Bldg. Indianapolis, Ind.

### STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC.,

of Grain Dealers Journal, published semi-  
monthly at Chicago, Ill., required by the  
Act of August 24, 1912.

Name of—Editor, R. R. Rossing, Chicago,  
Ill. Managing Editor, Charles S. Clark,  
Chicago, Ill. Business Manager, Charles S.  
Clark, Chicago, Ill. Publisher, Grain Deal-  
ers Company.

Owners (a corporation. Stockholder hold-  
ing 1 per cent or more of total amount of  
stock): Charles S. Clark.

Known bondholders, mortgagees, and  
other security holders, holding 1 per cent  
or more of total amount of bonds, mort-  
gages, or other securities: None ever is-  
sued.

Average number of copies of each issue  
of this publication sold or distributed,  
through the mails or otherwise, during the  
six months preceding the date of this state-  
ment, 5,921.

CHARLES S. CLARK,  
Business Manager.

Sworn to and subscribed before me this  
1st day of October, 1912.

JOHN W. MILLS,  
Notary Public.

(My commission expires March 4, 1913.)

## Sidney Corn Sheller and Elevator Boot Combined A NEW PITLESS SHELLER

Not an Experiment, but a Proven Success

Liberal, Mo., Oct. 10, 1912.

Gentlemen:

The Combined Shellers and Boots that we have installed  
in the last year in our Irwin and Liberal elevators have given  
us very good satisfaction and we have no cause for complaint.

Yours truly,  
LIPSCOMB GRAIN & SEED CO.  
By Luther Lipscomb.

## THE PHILIP SMITH MFG. CO., SIDNEY, OHIO

MANUFACTURERS OF

Sidney Shellers and Cleaners, Grain Elevating and Conveying Machinery

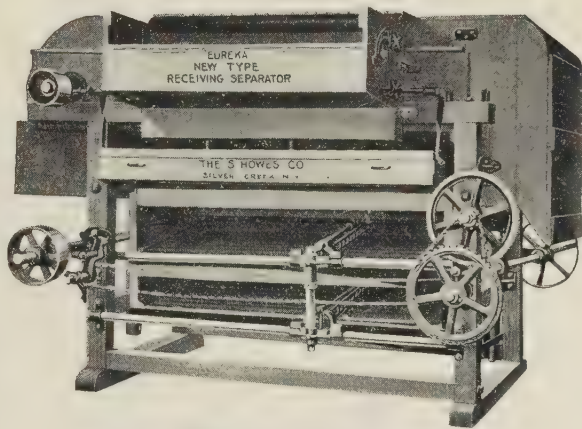
Write for our Complete Catalog

A COMPLETE STOCK OF SHELLERS AND REPAIRS CARRIED AT ENTERPRISE, KAN.





# “EUREKA” AUTOMATIC Receiving Separator



HEAVY DUTY CONSTRUCTION

## A NEW MACHINE

WITH

# 4½ Times More Screen Surface

than any other Separator ever built

### Superb Mechanical Equipment

Including Automatic Sieve  
Cleaners, Self-Oiling Bearings  
& Automatic Eccentric Oilers

*Catalogue free*

## THE S. HOWES COMPANY

INCORPORATED

Eureka Works, Silver Creek, N. Y.

## LINK BELT SUPPLY CO.

MINNEAPOLIS, MINN.

MANUFACTURERS OF

DISTRIBUTING AND FLEXIBLE  
SPOUTS. BOOT PANS, STACKS AND  
TANKS, WAGON DUMPS, MAN LIFTS.

ALL KINDS OF TRANSMISSION CON-  
VEYING AND ELEVATING MACHINERY

A FULL STOCK CARRIED.  
GET OUR PRICES.

## ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS,  
SHELLERS and MILLS CONVEYORS  
and ELEVATORS, CHAIN BELT and  
SPROCKET WHEELS, OAT MEAL and  
PEARLED BARLEY MACHINERY,  
HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.  
CLEVELAND, OHIO, U. S. A.

### The Gerber Patent Flexible Chain Telescope Car Loading Spout



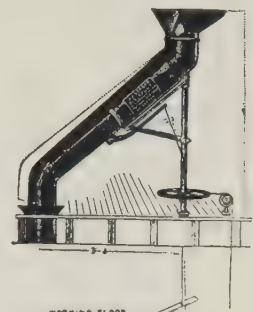
Will last longer  
than three ordi-  
nary flexible  
spouts because  
it is made of  
metal equal to  
saw blade.

Order one  
and be  
convinced.

Swivel Joint  
at S.

### The Gerber Improved Distributing Spouts

Are used in all parts of the country  
because they are made by  
skilled workmen, have a world-  
wide reputation, and will prevent  
the mixing of grain.



BEWARE OF IMITATIONS.

FOR SALE BY

J. J. GERBER, Minneapolis, Minn.

### SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought } PRICE, \$3.00  
Form 385 Record of Car Loads Shipped }  
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago



More grain is dried in

## Hess Driers

than in all other makes combined—

### Why?

Because grain men prefer them to others and because of a lot of other reasons outlined in our booklet, which is yours for the asking.

We make nine regular sizes, suitable for all requirements, from that of a small elevator up to the big export elevators of the seaboard.

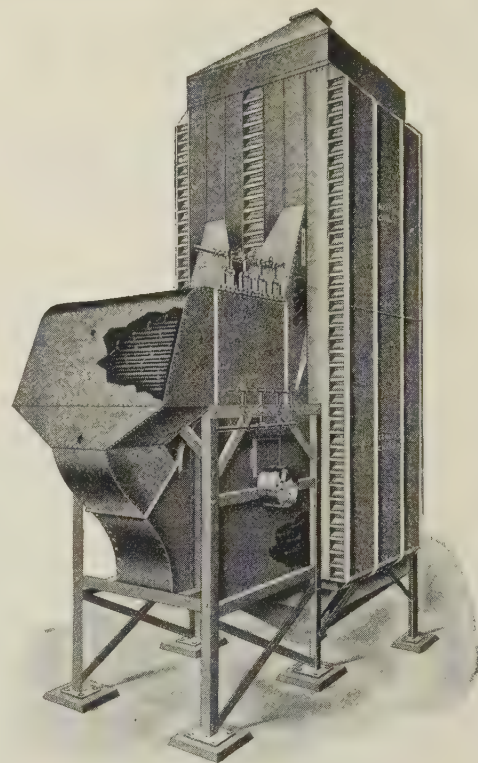
## HESS

### (U. S.) Moisture TESTERS

are suitable for use with gasoline, gas, alcohol or electricity. They are guaranteed for accuracy.

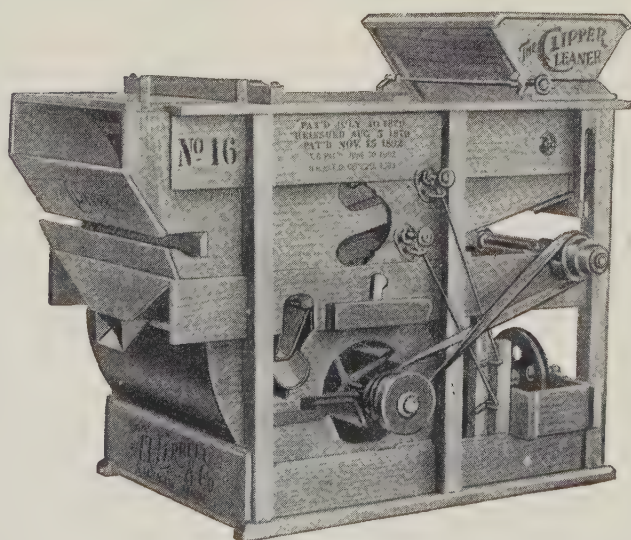
They are better built than any other tester and more convenient in operation, besides being economical in the cost of repairs. (Copper flasks, not glass.) Send for booklet on testing grain.

**Hess Warming & Ventilating Co.,** 907 Tacoma Bldg.  
CHICAGO



The Hess Ideal Drier and Cooler for  
Country Elevators, Mills, etc.  
Capacity 800 to 1200 Bushels per 10 hours  
Price \$900.00 f. o. b. Chicago

## The No. 16 Clipper Seed and Grain Cleaner



This is a first class Cleaner of medium capacity that will make any separation that can be made on our largest and most expensive machines

It has Traveling Brushes on the screens and Special Air Controller. These two devices make it possible to separate any two kinds of seeds or grains that are not of exactly the same size or weight. The Brushes keep the screens from becoming choked and the Air Controller regulates the blast to exactly the proper strength to blow out light or blasted clover without blowing out good seed, or to blow out light or chaffy grain from the plump, heavy grain when grading for seed purposes.

*This machine is light running, well made, nicely finished and guaranteed to give satisfaction. Catalog and full description furnished on request.*

**A. T. FERRELL & CO.**

**SAGINAW, W. S.**

**MICH.**



# "Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

## MACHINES FOR SALE.

**FOR SALE**—One 9x18, 3 pair high feed mill. Belt driven; in fine condition. Price \$175.00, F. O. B. Address, John Siker, Avoca, Wis.

**FOR SALE**—One Racine 4 hole sheller, shelled 4,000 bus., like new, has angle gear and pulley for belt. Will sell reasonable, if taken at once. W. R. Miller, R. No. 4, Walnut Grove, Minn.

## SECOND-HAND MACHINERY.

1-No. Invincible Oat Clipper.  
1-No. 8 Monitor Cleaner.  
1-86x12 wood split pulley.  
All in first-class condition; bargains.  
Frank Kelley Grain Co., Remington, Ind.

**I HAVE JUST THE MACHINE** you are looking for. I have installed one of larger capacity or power, and have no further use for old one. It is in fine condition, and I will sell for an extremely low price. I am one of the 6,000 readers reading the "Machines Wanted" columns of the Grain Dealers Journal, Chicago.

**SECOND-HAND FOR SALE**:—One slightly used Rochester Grain and seed cleaner, \$25; 2 hopper scales with timbers \$35 each; 2 boot tanks \$20 each; one double automatic shovel machine \$20; one steam engine \$40; 1,200 Salem elevator cups practically new, 6x18 and 6x16, 12c each; 10 belt tighteners \$5 each. Also write for prices and descriptions of a complete flour mill outfit and a 25 H. P. steam engine, with 40 H. P. boiler and smoke stack complete. LaCrosse Wrecking & Lumber Co., La Crosse, Wis.

## FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.  
**Roller Feed Mills**:—9x24 Case, 9x18 Barnard & Leas, 9x24 "Noye," all three pair high; 6x20 Howell, two pair high, and many others listed in our Bargain Book.

**Write for one—Mailed on request.**  
**Corn and Cob Crushers**:—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, No. 2 Kelley-Duplex, Foos Scientific Mills, No. 2 "Triumph," one "Horton," one "Hoosier," one No. 2 Acme, etc.

**Corn Shellers**:—One Style "A" Triumph, one No. 0 and one No. 1 Victor corn shellers and cleaners combined, one No. 2, one No. 2½ and one No. 4 Western Warehouse Cornshellers, one No. 2 and one No. 2½ Western Rolling Screen Corn Cleaners, one No. 1 Barnard's Improved Double Screen Corn Cleaner, one No. 1, one No. 2 and one No. 4 Victor Corn Shellers, one No. 2½ Western Gyration Corn Cleaner.

**Attrition Feed Grinding Mills**:—12 and 18 inch "Robinson," 16, 18, 20 and 24 inch "Monarch"; 24 inch Modern Special"; 30 inch "American"; 16, 19, 22, and 24 inch Foos; 24 inch "Unique."

**Single Roller Mills**:—9x18 and 9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 12x24 "Stevens"; 10x24 and 12x24 "Downtown."  
**Double Roller Mills**:—All Sizes and Makes.

**Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.**

**Elevator Belts with Buckets Attached**, at Extremely Low Prices—in either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Belts Attached.

**Write for "Gump's Bargain" Book**, giving complete list of all Machinery, Belting, Pulleys, Shafting, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

Est. 1872. Inc. 1901.  
**B. F. GUMP CO.**,  
431-437 So. Clinton St.,  
Chicago, Illinois.

## MACHINES FOR SALE.

### BARGAIN LIST IN SECOND-HAND MACHINES.

Our Stock is Entirely too Large. It must be reduced.

### FOR NEXT 30 DAYS WE WILL MAKE ATTRACTIVE OFFERS. ATTRITION MILLS.

- 1—16 in. Lancaster Fondersmith.
- 3—18 in. Robinson Single Head, Att. Mills.
- 5—18 in. Robinson.
- 4—24 in. Robinson.
- 1—18 in. Halstead.
- 2—19 in. Foos.
- 1—22 in. Foos.
- 1—24 in. Foos.
- 2—26 in. Foos.
- 1—36 in. Foos.
- 14—20 in. Monarch's, with quick release.
- 12—24 in. Monarch's, with quick release.
- 4—18 in. Monarch's, with quick release.
- 4—20 in. Unique.
- 5—24 in. Unique.
- 1—18 in. Excel.
- 2—24 in. Excel.
- 1—30 in. Excel.
- 1—22 in. American.

The above have been traded in as part pay on Monarch Ball Bearing Attrition Mills. Will be sold at sacrificial prices.

### BURR MILLS—VERTICAL.

- 1—16 in. Yale.
- 1—16 in. Foos, iron frame.
- 1—18 in. Richmond City.
- 2—20 in. Monarch Standard.
- 6—24 in. Monarch Standard.
- 1—24 in. Bartlett.
- 1—30 in. Kaeshner.

### CRUSHERS.

- 2 No. 1 Monarch Corn Ear Crushers.
- 3 No. 2 Bartlett, all iron.
- 2 Wolf Bison Crushers (One Baby Bison).
- 1 No. 2 Wolf Bison Crusher.
- 1 No. 1 Mammoth Wolf Horiz. Crusher.
- 1 No. 1 Richmond Horiz.
- 1 No. 2 Unique, iron clad, corn ear Crusher.
- 1 No. 2 Bartlett.
- 1 Sullivan Corn Crusher, tight and loose pulleys.

### ENGINES AND BOILERS.

- 1—50 H. P. Valley Iron Works, Automatic, 10x12 in. center crank.
- 1—40 H. P. Keystone Steam Engine, 9½x12 in. center crank.
- 1—40 H. P. Farquhar Steam Engine, 10¼x16 in. center crank, band wheels 72 in. x 14 in. and 48 in. x 12 in.
- 1—10 H. P. Erie Steam Engine, center crank.

### FEEDERS AND MIXERS.

- 3 No. 2 Double Wolf Imperial (new).
- 1 No. 1 Dutton.

### ROLLER MILLS.

Double, Single, 2-pair high, 3-pair high, 3-high. All makes, sizes, types and prices, and everyone a bargain. Write for list.

### SCALES.

- 1 Dutton Automatic Scale.

### SEPARATORS.

- 1 No. 2 Monarch Receiving Separator.
- 1 No. 4 Receiving Sep. 200 to 300 Bus.
- 1 No. 257 Eureka Magnetic Separator.
- 1 No. 30 Munson Cracked Corn Separator.

The same careful attention is given to the reconstruction of second-hand machines that we employ on our new machinery and customers purchasing second-hand machines can do so with the confidence that they are as nearly like new as second-hand machines can be made.

**SPROUT, WALDRON & CO.**  
"The Monarch Mill Builders."  
P. O. Box 260, Muncy, Pa.

## MACHINES FOR SALE.

### SACRIFICE SALE NOW ON. ALL MAKES AND SIZES OF ATTRITION MILLS.

18" and 24" Robinson .....\$100 and \$125  
26" and 24" Unique .....\$110 and \$125  
16" and 18" Monarch .....\$ 90 and \$100  
20" and 24" Monarch .....\$110 and \$125  
26" Foos and Monarch.....\$150 each  
36" Foos and others .....\$205  
18" Munson Single Head .....\$ 75  
18" Halstead & 22" American.\$100 and \$120  
All the above mills completely remodeled, and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers and crackers. Write us for catalog today. Give us a chance on all your requirements, new or second-hand.

**SPROUT, WALDRON & COMPANY,**  
No. 420 B, Monadnock Block, Chicago, Ill.

## MACHINES WANTED.

**WANTED FOR CASH**:—Second-hand Cutler Drier. James H. Rhodes & Co., 162 W. Kinzie St., Chicago.

**KILN FOR BURNING** surplus cobs wanted. Manufacturer's or dealer's name and address wanted. Farmers Grain & Seed Co., Grelton, Ohio.

## GASOLINE ENGINES

**A BARGAIN**—Two gas engines 30 and 40 H. P. In good condition. Hollinger Fence Co., Greenville, Ohio.

**20 H. P. FAIRBANKS-MORSE** gas or gasoline engine for sale. In first-class shape. This is a bargain at \$175.00 F. O. B. on car here. Haller & Walker, Eaton, Ind.

**30 H. P. NEW ERA GASOLINE** engine for sale. Just been overhauled and good as new. Address Syler Bros., Ankenytown, Ohio.

**40 H. P. NEW ERA GAS ENGINE** for sale; 40 H. P. Traverse City gas producer. Both in good condition, \$2,600 plant for \$1,500. A bargain. Address Custer Milling Co., Custer, Mich.

**FOR SALE**:—One fine 18 H. P. Foos "special" gasoline engine, like new, \$265. Many other sizes and styles. What are your requirements? Badger Motor Co., Milwaukee, Wis.

## GASOLINE ENGINES FOR SALE.

- 44 H. P. Fairbanks-Morse.
- 25 H. P. Columbus.
- 25 H. P. Fairbanks-Morse.
- 22 H. P. Fairbanks-Morse.
- 15 H. P. Fairbanks-Morse.
- 12 H. P. Fairbanks-Morse.
- 6 H. P. Fairbanks-Morse.
- 4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

## BUILDING MATERIAL.

**2 MILLION FT.** 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stony Island Ave., Chicago.

**FOR SALE CHEAP**—Million feet of elevator cribbing; hemlock, oak and beech timbers, one marine leg complete, belts, pipe, windows, etc. Kellogg Elevator Wrecking Co., Michigan St. and Buffalo River, Buffalo, N. Y.



**ELEVATORS FOR SALE.**

**NORTHWESTERN OHIO.** For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

**FOR SALE—Southern Minn.,** 12,000 bu. elevator on Ill. Cent. R. R. Feed mill, flour and feed side line. Good territory, fine prospects, price reasonable. Address, Box 59, London, Minn.

**FOR SALE, OHIO—Elevator** 10,000 bus. capacity. Good grain section. Big corn crop. Money maker. Price \$3,000. Address, Snap, Box 9, Grain Dealers Journal, Chicago.

**FOR SALE, OHIO—Elevator** handles 1,000,000 bus., large retail business. Profits \$10,000 last year. Price \$15,000. Quick sale. Address, Bargain, Box 9, Grain Dealers Journal, Chicago.

**BEATRICE, NEBR.—For sale,** elevator and business, 2 pair scales and motor, elevator capacity 28,000 bus., doing good business in good grain country. Located on U. P. R. R. Address, C. A. Lewis, Beatrice, Nebr.

**WE WANT YOUR ELEVATOR** advertised in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order to-day.

**SOUTHERN MICHIGAN—For sale,** 5,000 bu. elevator, feed mill, flour and coal business in small town; good farming section; 13 miles from Detroit on M. C. R. R. Good house and barn. Address Southern, Box 4, Grain Dealers Journal, Chicago.

**WESTERN OHIO.—Two good elevators** and coal businesses in the best farming section of Western Ohio. Will sell one or both. Good retail trade at either station. Only elevator in either town. Address, L. A. D., Box 6, Grain Dealers Journal, Chicago.

**MODERN INDIANA ELEVATOR** for sale, \$4,500. Largest and best territory in States. Ships from 125 to 150 cars annually. No competition. Owner sick and unable to oversee the business. Address, Gnob, Box 9, Grain Dealers Journal, Chicago.

**NORTHEAST KANSAS ELEVATOR** for sale, with sheller, cleaner, gasoline engine, three large dumps, good competition, one other elevator, good town. Also seven room residence if desired. Address, Water, Box 5, Grain Dealers Journal, Chicago.

**10,000 BU., MISSOURI ELEVATOR** for sale at a real bargain. Good business, first-class elevator, handling grain, feed and seed. On Wabash Ry., in good farming country. Not much money needed. Address Missouri, Box 6, Grain Dealers Journal, Chicago, Ill.

**HERE IS THE ILLINOIS ELEVATOR** you have been looking for. First-class condition, cribbed, iron clad, gasoline power, new engine, car loader, seed cleaner, handle coal, salt and feed in connection. One competitor. Splendid grain point, good town. On account of serious trouble desire to make a new home. Price \$5,000. 85 miles west of Chicago on C. G. W. R. R. Address F. H. Griggs, Stillman Valley, Ill.

**TEXAS ELEVATOR FOR SALE—40,000** bu. grain elevator and two large hay barns with total capacity of 200 cars. Elevator fully equipped with all latest machinery, corn sheller with gasoline engine, elevator with electric dynamo and lights. Will handle over 150,000 bus. of grain and 1,000 cars of hay, coal, flour, salt, etc., this year. This is one of the best located elevators in the state. Well established trade. Will take nearly \$20,000 to handle or its equivalent. Also have elegant home which I will sell or trade with elevator. Address N. P. Teague, Rosenberg, Texas.

**ELEVATORS FOR SALE.**

**SOUTHERN KANSAS:—Two elevators** for sale in the famous wheat and corn belt of Kansas. Will sell one or both. Price and terms reasonable. Best of reasons for selling. Address, Kansas, Box 9, Grain Dealers Journal, Chicago.

**TWO GOOD IOWA ELEVATORS** in oat and corn territory. Shipped 203,000 bus. last year. Larger crop this year. Good town, no competition. A bargain for some one if taken soon. Owner wants to retire. Address H. C. Hamilton, Nora Springs, Ia.

**ILLINOIS—For Sale or Trade,** 15,000 bu. elevator and coal and hay business. Located in good territory, only one competitor. Too much other business to attend to, reason for selling. Address B. E. T., Box 5, Grain Dealers Journal, Chicago.

**MONTANA ELEVATOR—Third interest** in modern elevator and feed mill for sale, to party able to handle business. \$1,500 salary. Large territory, no competition. Address R. X., Box 9, Grain Dealers Journal, Chicago, Ill.

**ONLY INDIANA ELEVATOR** in county seat town, and third best farming county in the State. Wheat, corn, oats and rye handled. Good wholesale and retail flour and feed business in connection. 40,000 bu. cribbed elevator. Will sell separate. Address Indiana, Box 8, Grain Dealers Journal, Chicago.

**TWO CENTRAL ILLINOIS elevators** for sale. Located on C. & A., and Vandalia Ry's., 25,000 and 20,000 bu. capacity. On a direct line to Chicago, St. Louis, Peoria, Decatur and Indianapolis. Both elevators doing 250,000 bus. business. Coal business in connection. Will give full information on any inquiry. Address Two Bargains, Box 8, Grain Dealers Journal, Chicago.

**20,000-BU. MINNESOTA ELEVATOR** for sale, including warehouse and coal shed. Elevator cribbed, ten bins, hopper scale and dump scale, gasoline power. Located on the M. & St. L. Ry. Crop just beginning to move. Will sell right to first buyer. Address Independent, Box 7, Grain Dealers Journal.

**HERE'S THE ELEVATOR** you have been looking for. One that you would choose from many. A first-class house at a good grain station. One that you could choose from many, if you would make your want known thru an insertion of an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, Chicago.

**A 6,000 BU. OHIO ELEVATOR** for sale in one of the best sections of the State. Doing a big business. Anyone wishing a good elevator can do no better. Built nearly four years. Please investigate. Address Investigator, Box 8, Grain Dealers Journal, Chicago.

**MAPLE PARK, ILL.** For sale, elevator, feed and coal business, 55 miles west of Chicago, on main line Chicago Northwestern Ry., consisting of 25,000 bu. elevator on private ground 167 ft. x 150. Also good feed warehouse, two stories, 30x60. Also coal sheds with sufficient yards for lumber business. John W. Glidden, DeKalb, Ill.

**TWO ILLINOIS ELEVATORS** for sale. Located on I. C. Ry., 35,000 and 25,000 bus. capacity, cribbed and iron clad. New automatic scale in elevator, Neberter engine in one, Fairbanks in other, and Fairbanks scales. Private vault with Mosler screw door safe. Coal sheds. Would like to sell all together, handles from 300 to 400,000 bus. per year. Address Led, Box 7, Grain Dealers Journal, Chicago.

**ELEVATORS WANTED.**

**ONE QUARTER SECTION** in Tripp Co., S. Dak., equity of \$3,800.00 to exchange for elevator of nearly equal value. Address Box 337, Manson, Ia.

**TO TRADE FOR ELEVATOR—160-acre** Indiana grain and stock farm. Elevator must be well located. Western or Central Indiana preferred. Address W. J. Mercer, Spiceland, Ill.

**WANTED A MODERATE PRICED** elevator in Western Ohio or Eastern Indiana. County seat town preferred, with an established retail trade. Will purchase half interest in a good paying elevator proposition. Address, Wanted, Box 9, Grain Dealers Journal, Chicago.

**WANTED TO BUY** or lease elevator situated in Cent. Ill., which handles not less than 200,000 bus. annually, on the Big Four or I. C. preferred. Address Buyer, Box 3, Grain Dealers Journal, Chicago.

**MILLS FOR SALE.**

**FOR SALE:—Feed Mill and Coal Yard,** good Ohio location. Troy Feed & Fuel Co., Troy, Ohio.

**75 BBL. FLOURING MILL** in good county seat town, new, bargain. For full particulars write to Eugene Moseley, Judsonia, Ark.

**FLOUR AND FEED MILL** for sale. Located in Starck Co., Ohio. Good dairy country, big profits, excellent opportunity. Good reason for selling. Write for particulars. Price for quick disposal. Will consider partner or a trade. H. R. Foster, 247 Spring St., Wooster, Ohio.

**80 BBL. MILL FOR SALE,** steam power, 75 H. P.; also elevator in connection, 25,000 bu. capacity; also 5,000 bu. elevator. Good wheat and corn stations, handle from 100-150 cars a season. Address 80, Box 8, Grain Dealers Journal, Chicago.

**75 BBL. FLOUR MILL AND ELEVATOR** for rent or sale, running steady, making money. Owner to retire. Good business in flour, grain and feed. Will sell necessities to buyer as grain and flour sacks. Last chance. Address Mill, Box 8, Grain Dealers Journal, Chicago, Ill.

**SCALES FOR SALE.**

**6 TON USED FAIRBANKS SCALE** for sale, 7x22 ft. platform. Cost \$170, will sell for \$70. M. Hiland & Son, Kewanna, Ind.

**FOR SALE AT A LOW PRICE:—Sonander** Automatic Scale, 1,000 bus. hourly capacity. In good condition. Waterloo Elevator Co., Waterloo, Nebr.

**SCALES** of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

**SECOND-HAND SCALES OF ANY** make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" columns of the Grain Dealers Journal, Chicago.

**FOR SALE CHEAP,** one 48,000 lb. Buffalo Hopper Scale; one Buffalo Platform Scale, 4,000 lbs. capacity, with grain hopper five feet square. These two scales in first class condition replaced with larger ones. The Raymond P. Lipe Co., Toledo, Ohio.

**FERRETS.**

**WHITE AND BROWN FERRETS** for sale. Price list free. Bert Ewell, Wellington, Ohio.

**INFORMATION.**

**BLACKSTRAP MOLASSES** or any cheap molasses manufacturers' names and addresses wanted. B. I. Holser & Co., Walkerton, Ind.



## BUSINESS OPPORTUNITIES.

**WANTED—TO BORROW** \$3,500 on first-class elevator property. A five-year loan preferred. Address F. L., Box 7, Grain Dealers Journal, Chicago.

**FOR SALE OR TRADE**—\$1,750 equity in modern five-room home in Fort Worth, Texas, for good vendor's lien note or interest in good grain or coal business. J. D. Quick, Lubbock, Texas.

**WANTED AN EXPERIENCED** grain man with \$1,200 or \$1,500 to buy half interest in an established brokerage business. Who can take charge and manage same. Address Broker, Box 8, Grain Dealers Journal, Chicago, Ill.

**LIST OF MILL AND ELEVATOR** owners who want to trade their properties for good land. Thirty names and addresses of parties who have written me regarding a similar proposition will be forwarded you upon receipt of \$5.00. Here's a chance to reach the real, live prospect. Address National Bank of Hastings, Hastings, Okla.

**FLOUR, FEED, SEED AND MILL** businesses for sale in the City of Burlington, Vt., senior partner desires to sell on account of death of junior member, business established 30 years. For price, etc., address Jones & Isham, Burlington, Vt.

**HAY, GRAIN, AND SEED BUSINESS** with 5 or more years' lease on warehouse in Albuquerque, N. Mex., this is one of the oldest, largest and best in city; owner is retiring from business and will sell without bonus to a reliable party. For particulars address, Swan Realty Co., Albuquerque, N. Mex.

**DO YOU WANT AN EASTERN REPRESENTATIVE?** The advertiser an experienced seedsmen with an extensive retail and Grange trade in New York, Mass. and Vermont. He has a valuable mailing list of the best farmers and Granges in this section, and can handle Red Clover, Alsike, Timothy, Alfalfa, Field Corn, etc., of high grade. Store house is located at R. R. Center, giving facilities for shipments in all directions. The advertiser thinks this is an opportunity for some reliable Western firm to establish an Eastern Terminal. Can furnish bank references. Address Representative, Box 7, Grain Dealers Journal, Chicago.

## SITUATIONS WANTED.

**POSITION AS STENOGRAPHER** wanted with some good mill, have had two years' experience, write for further information. (Miss) Hattie Nelson, Guthrie, Okla.

**SITUATION WANTED** by experienced young grain man. Eight years' actual experience, four of which I successfully managed a Farmers Elevator Co. Best of references. Address, Farmers, Box 9, Grain Dealers Journal, Chicago.

**EXPERIENCED BOOKKEEPER** wants position, graduate of business college, three years' experience in the grain business, furnish best of references, salary \$75. Address, Bookkeeper, Box 9, Grain Dealers Journal, Chicago.

**A FARMERS ELEVATOR MANAGER** has to make a change on account of drought. Have had lifetime experience, also some reference, married. What have you to offer? Prefer Minn. or Ill. Address, Hay, Box 2, Grain Dealers Journal, Chicago.

**POSITION AS TRAVELING SOLICITOR** wanted by grain man presently employed as manager by large Farmers Grain Co., in Cent. Ill., and with 12 years' grain experience. Widely known, married. Best of references. Salary left to employer after trial. Address 12, Box 8, Grain Dealers Journal, Chicago.

## A LIVE WIRE

Wholesale and Retail Seed, Flour and Feed Business. Located on two main lines of Railroad in a live Iowa town. It is doing the business and is priced to sell before January 1st

Box 98, Grain Dealers Journal, Chicago

## HELP WANTED.

**WE HAVE AN OPENING FOR YOU**, in fact the largest number, if you will only make your want known thru the "Situations Wanted" columns of the Grain Dealers Journal, Chicago.

**WANTED**—Second man in lumber, elevator and coal yard. Must give reference and willing to work as that is what we want him for. Address Johnstown, Box 7, Grain Dealers Journal, Chicago.

**WANTED IMMEDIATELY** capable manager and grain buyer. References. Apply Sec'y-Treas., The Halkirk Farmers Elevator Co., Ltd., Halkirk, Alta., Can.

**MANAGER WANTED** for small country station shipping about 100,000 bus. annually, also lumber, coal and small hardware store in connection. Single man preferred. Holcomb-Dutton Lumber Co., Sycamore, Ill.

**WANTED IMMEDIATELY.** A good capable man, who has had some experience in the grain business, and who knows how to work with a hammer and saw, and would make a good general utility man for a company which handles a line of grain houses. Address, C. B. T. Missouri, Box 9, Grain Dealers Journal, Chicago.

**WANTED:**—Man to work in elevator. no office work. One who understands gasoline engine. Steady job to right man, must not be afraid of work. State salary in your application. Handle 250,000 bus. annually. Address, Box 57, Tallula, Ill.

## FOR SALE

Choice Wisconsin grown Clover Seed

SAMPLES UPON REQUEST

Pfeiffer Lumber Co.

DURAND, WIS.

Seed Dept.

## HELP WANTED.

**EXPERT SCALE REPAIR MAN** wanted to inspect and repair scales. Must be competent to repair and refit scales at stations. Good salary, steady employment. Address with full particulars as to experience. Address, Ass'n, Box 9, Grain Dealers Journal, Chicago.

**WANTED MILL-WRIGHTS FAMILIAR** WITH GRAIN ELEVATOR MACHINERY, ALSO MEN TO LEARN THE MILL-WRIGHT TRADE, WHO HAVE HAD EXPERIENCE OPERATING GRAIN ELEVATOR MACHINERY. STEADY WORK. NO DULL SEASONS. ADDRESS MILL-WRIGHT, BOX 8, GRAIN DEALERS JOURNAL, CHICAGO.

## ELEVATOR BROKERS.

**CASH FOR YOUR ELEVATOR**, Mill. Business or Property. I bring buyers and sellers together. No matter where located if you want to buy, sell or trade. write me. Established 1881. Frank P. Cleveland, Mill and Real Estate Broker, 5951 Adams Express Bldg., Chicago, Ill.

**JOHN A. RICE**, exclusive elevator broker, Frankfort, Ind. 1,100 listed. Sold 122. First-class trade only. Charge seller 2%, subject to prior sale. NO OTHER WAY. 12 years' experience worth \$1,000 to buyers GRATIS. List with me, buy of me and have good luck.

## SECOND-HAND BAGS AND BURLAP.

**BURLAP BAGS AND BULAPS**, new or used, plain or branded, of every kind. Grain Bags, Sample Bags, etc. Best prices paid for second-hand bags. Wm. Ross & Co., 409 N. Peoria St., Chicago, Ill.

**BOLGIANO'S**  
"SQUARE-DEAL"  
POULTRY  
FOODS.



## BROKERS

### CAR LOTS OUR SPECIALTY

**SQUARE DEAL**—Scratch Poultry Food. Capacity, 5000 bags daily. Guaranteed clean, sweet, sound. Makes hens lay more eggs than any other food.

**PEAS**—200 cars pigeon peas and hemp seed for sale. Lowest prices.

**SHELL**—500 cars crushed poultry, pigeon, chick size oyster shell. Poultry supplies—largest complete line, also remedies at lowest prices.

**BEEF SCRAPS**, Meat Meal, Kafir Corn, Milo Maize, Mica Grit, Feed Barley, Wheat Rice, Cracked Corn, Alfalfa Meal, Timothy, Red Clover, Red Top, Kentucky Blue Grass Orchard, Dwarf Essex Rape, car lots or less. Delivered prices always given. Agents wanted everywhere. Send postal for price list 3000 live quick selling items.

**J. BOLGIANO & SON**, Baltimore, Md.

Established 1818.



**HAY**

Ship Your HAY to

**ALBERT MILLER & CO.**

192 N. Clark Street, CHICAGO, ILL.

GOOD SALES

QUICK RETURNS



## SEEDS FOR SALE—WANTED

# DIRECTORY

OF THE

## GRASS SEED TRADE

## ARCHBOLD, OHIO.

Hirsch, Henry, all kinds grass and field seeds.

## BAMFORD, PA.

Hoffman, A. H., carlots or less seed wheat.

## BUFFALO, N. Y.

Whitney-Eckstein Seed Co., seeds.

## CHICAGO, ILL.

Dickinson Co., The Albert, seeds.

Mann, G. S., seed bkr., field seeds, poultry grain.

## CINCINNATI, O.

McCullough's Sons Co., J. M., seeds.

## LOUISVILLE, KY.

Louisville Seed Co., grass seed dealer.

## MILWAUKEE, WIS.

Fourteen, S. G., field seeds.

## MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seeds.

## MITCHELL, S. D.

Dakota Improved Seed Co., millet, seed-corn.

## NEW YORK, N. Y.

Loewith, Larson &amp; Co., clover, grass, field seeds.

## TOLEDO, O.

The Toledo Field Seed Co., clover, timothy.

## TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

## HAY WANTED.

WANTED—100 Cars Oat Straw.  
C. T. Hamilton, New Castle, Pa.

HAY &amp; STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

RECEIVERS AND SHIPPERS OF HAY. Ship yours to us for prompt returns. C. R. Rank &amp; Co., Minneapolis-St. Paul.

HAY &amp; STRAW WANTED—Correspond with us. T. D. Randall &amp; Co., Suite 65-68, 234-236 S. La Salle St., Chicago, Ill.

WANTED—25 cars clean baled oat straw, quote delivered price. Locke Insulator Co., Victor, N. Y.

## Can You Offer

Cane - Millet - Clover - Pop Corn

Send Samples

J. G. Peppard Seed Co.

Kansas City, Mo.

## GRAIN WANTED.

WANTED—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

## GRAIN FOR SALE.

KAFFIR CORN—We are contracting sales on new crop now. Get our prices. F. G. Olson, Mgr. Grain Dept., O. W. Cox, Woodward, Okla.

## FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted &amp; Burk Co., Springfield, O.

## FEEDSTUFFS.

KEELING-EASTER CO., INC.

Manufacturers

Crushed oyster shells for poultry. Capacity 100 tons daily. Prices, samples and freight rates furnished on application. Live brokers wanted. Norfolk, Va.

*To Buy Kaffir Corn  
& Milo Maize  
Write to  
B. C. Christopher & Co.  
Kansas City Mo.*

## SEEDS

Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS

### Mr. Kar-Lot

### Kaffir Korn Konsumer

Do you receive our quotations?  
If not, write today.

## Tomlin Grain Co.

Board of Trade

Kansas City, Missouri

Buyers and Distributors Kaffir Korn and Milo Maize.

## WANTED

MIXED ALSYKE and TIMOTHY

Carlots or less. Will pay you more than you can get elsewhere. Send samples to-day. Also want Timothy, Red Clover and Alsike, etc.

THE ADAMS SEED COMPANY

Decorah, Iowa

## We Buy and Sell

Wheat Screenings, Cane seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.

HENRY LICHTIG GRAIN CO., Kansas City, Mo.

## FUTURES

Clover—Alsyke—Timothy

SOUTHWORTH &amp; COMPANY

Produce Ex., TOLEDO, O.

## GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and  $\frac{50}{100}$  Dollars (\$1.50) for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

State.....



Timothy—Red Clover—Alsike—  
Alfalfa—White Clover—Crimson  
Clover—Canada Bluegrass—Ken-  
tucky Bluegrass—Redtop—Millets  
—Lawn Seed—Orchard Grass—  
Seed Grains—Peas—Popcorn, etc.

### Whitney-Eckstein Seed Co.

BUFFALO, N. Y.

Correspondence Solicited



## SEEDS FOR SALE—WANTED

### SEEDS WANTED.

**WANTED FIELD SEEDS**, all varieties. Quote, with samples. J. Oliver Johnson, Chicago, Ill.

**WANTED**—Peas, both Canadian and Green Scotch, in less than carload lots. Send samples and prices delivered Passaic, N. J. Campbell Morrell & Co., Passaic, N. J.

Red Clover  
Alfalfa  
Dwarf Rape  
White Clover  
Alsike  
Natural Grasses  
English Rye Grass  
Red Fescue

### I. L. RADWANER

American Representative  
R. LIEFMANN SONS, Succ. HAMBURG  
171 Broadway, New York

### SEEDS FOR SALE.

**MILLET SEED FOR SALE.**  
L. Spelts, Julesburg, Colo.

**MEDIUM RED CLOVER SEED** for sale in small amounts or car loads. J. W. Richards, Ferris, Ill.

**GERMAN MILLET** is our specialty and we are now in a position to offer in large or small quantities. Correspondence solicited. D. H. Clark, Galt, Mo.

**ALFALFA SEED** grown in Utah and Idaho. Highest grades. Also Red Clover and Timothy seed. Write us. C. A. Smurthwaite Grain & Milling Co., Salt Lake City, Utah.

### THE ILLINOIS SEED CO., Chicago, Ill.

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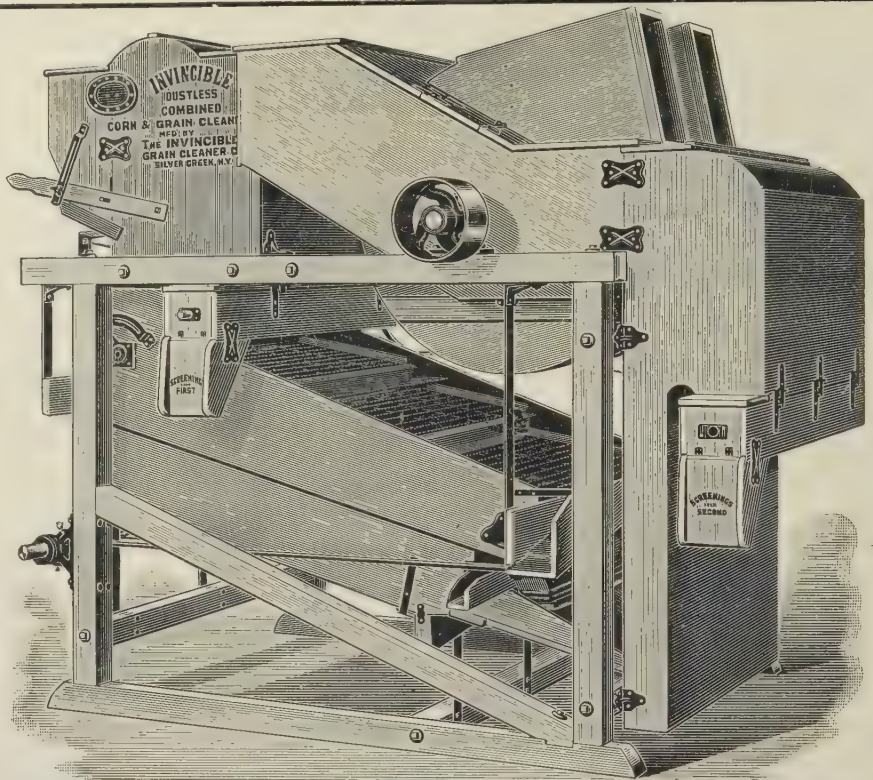


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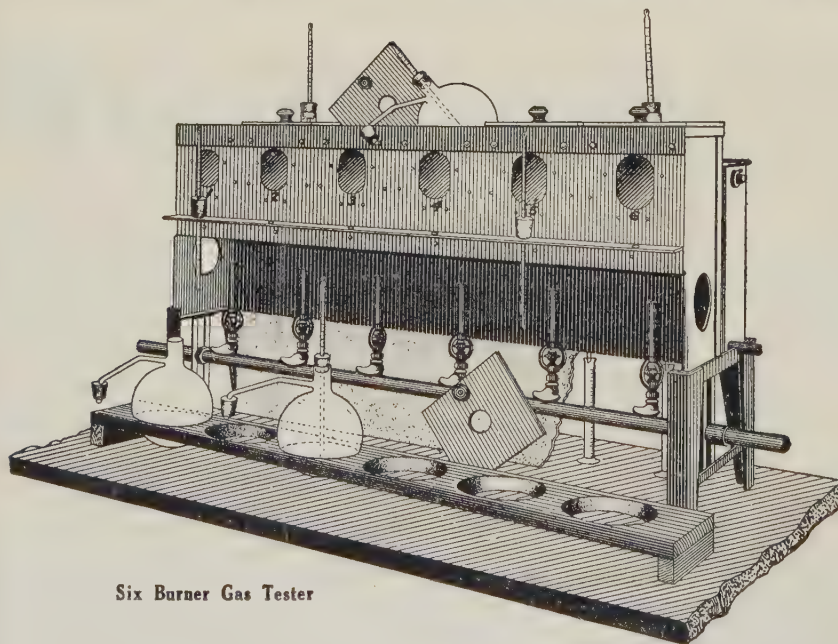
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## GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

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value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

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### LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

**CHICAGO, ILL., NOVEMBER 10, 1912**

SHIPPERS who load cars quickly and persistently appeal to station agent to forward them promptly, help to reduce the car shortage.

A SOUTH DAKOTA elevator manager who recently built a hot fire in an office stove and went home to breakfast is now looking for a new job. The elevator was burned during his absence.

A SOUTHWESTERN grain dealer who used the telephone much in his business, has a brand new wife and the local telephone exchange is looking for a new manager. This is not intended as a warning to the bachelors of the trade.

POSTING PRICES gives farmers confidence in the price posted and the poster, and checks over-bidding. In markets where dealers post prices which they can afford to pay each day and stick to them, farmers soon learn to respect the price posted and do not attempt to secure more.

ONE of the latest fads in legislation is the enactment of radical employer's liability laws, and a number of bills providing for such legislation are already being discussed in different states, so that it behooves the employers to keep a sharp lookout for unreasonable legislation.

THE CONTINUED building of cob burners in the grain surplus sections emphasizes the necessity of finding some plan to utilize this waste product. It would seem possible that its disposition could be made a source of revenue instead of an expense.

GRAIN ELEVATOR men who attempt to determine the cost of handling grain thru their houses must not overlook the fact that they are entitled to a generous salary for their time and labor. Some who have attempted to compute the cost have overlooked this item of expense.

SET SCREWS in Iowa and North Dakota elevators stripped two operators recently in much less time than had been their custom, and henceforth they will make it their duty to see that these death dealing traps are protected. It is not necessary to permit them to be exposed, so as to catch in clothing.

AT LAST a Pennsylvania shipper, after three trials, has secured a judgment of \$10,000 against the Pennsylvania R. R. for 17 cars of grain it delivered without presentation of the Bs/L. No railroad enjoys being held responsible for the acts of its agents, especially when it is required to reimburse the shipper for grain lost, but it is liable and shippers can collect.

STORING GASOLINE in the power house is decidedly dangerous and no insurance company will carry a risk so arranged, nor will the mutual companies accept a risk having a gravity feed. The only safe way to store gasoline is underground, and to pump the supply to the engine as it is needed. The suggestions of Mr. Garver on page 748 are timely. Look them over.

WAGON SCALES protected from the weather by sheds are favored by all of the scale inspectors now in the employ of coal dealers and grain dealers ass'ns., and one inspector of the Northwestern Coal Dealers Ass'n., who insists that each wagon scale should be enclosed, points out that by covering the platform and keeping out the snow and rain, the scale pit can be kept dry, thus prolonging the life of the scale and the scale timbers.

WHO CAN TELL the value of grain lost each year for lack of drying facilities? A drier shud be a feature of every country elevator, and there is no reason why other elevators shud not be similarly equipped. The drier occupies the same relative position as an insurance policy on a stock of grain. In time of need it restores what wud otherwise be lost and does so without red tape or quibbling. Furthermore, a drier will improve the grade of much of the grain received in a heating condition. Properly used it will pay for itself in a short time.

IT IS promised that the Panama Canal will be open for the passage of boats within one year from the present date. This will bring the grain of western Canada and our own Pacific Coast states nearer to eastern European markets and the cost of transporting grain should be less than it has been heretofore so that the grain crops of the western coast must be given more consideration in the future than they have in the past. It also seems likely that the opening of the canal will result in the displacement of long lines of flat warehouses at Pacific Coast ports, by the bulk handling elevator of the central states.

FEW MILLERS or maltsters are willing to accept grain from terminal market elevators at the same price they bid for grain of the same grade at country points, because the lack of close grading at country points insures their receiving much grain of the better grade, while the grain unloaded from a terminal elevator is very likely to be all line grade grain. The arbitration board of Milwaukee's Chamber of Commerce has recently agreed with arbiters who have passed on this same point before and held that "grain loaded from a Milwaukee elevator is not the proper delivery on a sale made for shipment from a country point."

ONCE AGAIN the giver of free storage has been sued for the value of the grain burned in the destruction of his plant, and as is reported elsewhere in this number, the grain man was put to the extra expense of defending himself from a suit for damages in the courts. To start with, no miller or grain dealer can afford to give free storage for anything. Their room is needed for the promotion of their own business. If they are not using it, then they are not taking advantage of their opportunities. If you must give free storage, insist upon the grain owner taking a receipt, in which it is specifically stated that you will not be liable for the destruction of the grain by causes beyond your control.

GRAIN DEALERS along the Illinois Traction System, in fact all shippers who send grain to St. Louis, will be pleased to learn that the Weighing Dept. of the Merchants Exchange will henceforth supervise the weighing of all hay and grain arriving over the Illinois Traction System, and what is more this will effect a reduction of about 45% in the cost of weighing each car unloaded on team tracks. It is not reasonable that grain shippers whose grain is sold for local consumption, so as to necessitate the weighing on team tracks, should be required to pay 20c a wagonload for weighing, half of which goes to the political boss. The trade should have relief from this extortion and if the shippers work persistently they will obtain it.



THE INSTALLATION of innumerable moisture testers and many grain driers, told of in this number of the Journal, reflects the determination of country dealers to judge more accurately of the quality of the grain they buy and to place it in better condition before starting it to market. No doubt the intelligent use of testers and driers will pay a rich revenue to every dealer who has much grain to handle.

THE BOOSTER CLUB of Stratford, Tex., has adopted a new plan for advertising the town's markets to the farmers, by having a "Wheat Day" and advertising to the farmers that the Club would give a premium of 2 cts. per bushel for every bushel of wheat hauled to Stratford that day. Races, games, parades, concerts, dances, entertainments and a banquet added attraction for the farmers, with the result that the town was swamped and many farmers hauled grain long distances.

THE LANDSLIDE last Tuesday is sure to place the grain inspection department of Illinois in new hands, and changes may be made in Kansas and Minnesota. It is unfortunate that any line of business should be dependent upon politicians to classify the commodities dealt in, and while it is not certain that they have the legal right to force their services upon the grain trade, the trade has seen fit to accept it, and now must accept the changes and the unreliable service which will follow in their wake. Civil service has become such a farce it cannot be expected to protect many of the offices from the eager hord clamoring for places. The public at large is not interested in the classification of grain, neither does it profit by it, but all consumers help to pay the bill for the maintenance of the political inspection departments.

1912 will long be the banner corn crop year. The government's report credits the country with producing 3,169,137,000 bus. of corn. While the dealers of some Western sections are disposed to look upon the report as being very conservative, others insist that it is excessive, but it is not likely to be 100,000,000 bus. out of the way. It brings the promise of much business for the corn handler and some profit for the man who sorts out the soft and rotten ears and forwards the good grain in a car by itself. The careless bulking of broken kernels and cobs with good corn will surely cause heating and deterioration, just as it has in the past, and the dealer who thinks he has not time to handle the crop carefully is sure to suffer many heavy losses, as in the past. A small quantity handled with conscientious classification is sure to result in more profit than double the amount handled as it comes from the farm.

COUNTRY DEALERS need to keep on the lookout for corn gathered by machine huskers, as many of them shell so much in the operation as to materially reduce the amount of shelled corn to be obtained from seventy-two pounds of ear corn. The advertising matter of different corn husker manufacturers places much stress on the great loss of corn, due to shelling out when the corn passes thru the husker, so it must be that the percentage of cob to the bushel of machine husked corn is much larger than where it is shelled by hand. Buyers of ear corn need also to keep on the lookout for soft and mouldy corn and pick out the bad ears and return to the farmer as unmarketable stuff. So long as grain buyers accept rotten stuff at the same price as good corn farmers must be expected to haul it to market.

A FEW grain dealers are buying moisture testers and having them installed in the local drug store, the test to be conducted by the local pharmacist. This plan of operating a tester may be more economical, but grain dealers with experience do not consider it the better plan. A number of dealers have insisted that nothing was quite so convincing to the farmer, as to the percentage of moisture in his corn, as to conduct the test in his presence. Let him see the water boil out of it. Any grain dealer who has a room free from drafts can conduct a moisture test just as accurately as can any druggist, and in doing so he will educate himself to judge accurately of the moisture content of grain without conducting the tests. This education alone is worth much more than the time it takes to conduct the tests. Some dealers insist on conducting the tests in their own office because it draws farmers to the office to witness the testing.

AGRICULTURAL workers of the Northwest, alert to the best interests of the grain growers, are advising them to buy galvanized tanks or build wooden granaries, and store their grain at home rather than throw it all onto the market as soon as it is harvested. They point out, and correctly, that the dumping of a large crop onto the market all at one time will surely depress prices below a reasonable figure. In years gone by the farmers of the Northwest have always persisted in marketing their grain as soon as harvested and have compelled the railroads and the grain elevator operators to work nights and Sundays in order to take care of the rush. When the terminal and country elevators are both well filled with grain, it is but natural that prices should sag. If each grain crop was marketed gradually it would be easier on the grain merchant, who could handle the grain more advantageously, and the average price paid at country elevators would surely range higher.

FIRE BARRELS and water jackets of gasoline engines will not be burst during the coming cold nights if filled with a solution of calcium chloride. Experience has proved that it is much better to keep this solution in iron tanks than in wood barrels, because the shrinking of the wood permits the barrels to leak. This solution will not evaporate and will keep sweet indefinitely, so it is far better suited to this use than salt brine.

COMMISSION MERCHANTS who have been called upon to make good an undercharge in freight on shipments consigned to them long after the shipper had discontinued business, will find much consolation in the recent ruling of the Interstate Commerce Commission, which is cited in our department devoted to "Grain Carriers," to the effect that if the account has been closed, the commission merchant is no longer liable.

THE NUMBER of grain elevator men who are embarking in the manufacture of feedstuffs is more than encouraging. This is a side line that properly belongs to the grain trade. The elevator man generally has power, bins and machinery for handling feedstuffs, so all that is necessary is to install grinding and mixing machinery, suited to the special product he desires to manufacture. By so doing he employs his machinery and plant a greater percentage of the time and provides an outlet for screenings and off grade grain which is far more profitable than attempting to mix the stuff into shipments of good grain.

SHIPPERS from all sections complain most bitterly of their inability to obtain cars. Elevators are full and farmers are warned not to bring in grain, altho the roads are in good condition. Would-be shippers who have used a formal written order for cars, employed an attorney or appealed to the railroad commission have generally got the cars needed for the relief of their storage bins. The time has come when shippers cannot afford longer to hesitate to demand what is due them from the railroads, and surely if they do not voice their demands loud enough or vigorously enough to reach headquarters, it is not likely to have much influence on the distributors of cars. The great trouble in the past has been that shippers have given their orders for cars verbally, and the station agent, in the rush of his work, has often forgotten the order or intentionally ignored it. Where written order is made on the station agent and on the freight traffic manager, for a specific number of cars at a specific time, for specific freight and destination, the railroad officials are very likely to get into action, and especially so if they are required to sign an acknowledgment of the receipt of the order or registered letter containing it.



FREQUENTLY each year the folly of extending shafts thru bin walls of grain elevators is emphasized by a fire being started by friction due to the binding of the walls against the shaft. A Kansas elevator is the latest scene of such a fire. So many have occurred within recent years the wonder is that mutual fire insurance companies making a specialty of this class of risks, will issue policies on elevators so arranged. The up-to-date builder would not plan a house so as to require the extension of shafting thru bin walls, and if he altered an old plant he would make the hole large enough to prevent its ever coming in contact with the shaft, regardless of how much it might sag.

CINCINNATI members of the Grain Exchange are credited with considering the advisability of printing on their stationery the fact that they are members, and if they seriously consider the interests of their market and their own business they cannot refrain from doing so. So many sharks in the different markets, who were not members of the grain exchange and who could not have obtained membership have swindled shippers that the wonder is the members of every grain exchange are not required to place evidence of their membership on their letterheads and other stationery. Not only would such publicity have a tendency to encourage shippers to confine their dealings in a market to members of the exchange, but it would help to protect the country shippers from the swindling operations of non-members, who often bring a market into disrepute by their crooked methods.

TAMA JIM WILSON, our perpetual Secretary of Agriculture, with his usual foresightedness, announced last month that he would not be with the department after the 4th of next March, and we now know that he told the truth. In fact the Hon. Albert Burleson of Texas has already selected the secretaryship of the department of agriculture as his own soft berth during the next administration. The Hon. A. P. Sandles of Ohio is not saying anything, but the grain dealers of that state are pushing him forward for the agricultural portfolio in the new president's cabinet. A farmers congress, which met in New Orleans last week, has selected a different candidate for the position. It adopted a resolution calling upon the president-elect to install none other than our own dear Dr. Harvey W. Wiley as head of the agricultural department. If Dr. Wiley gets at the head of the department, he will surely make the fur fly, in the hope of avenging some of the wrongs he thinks were done him while at the head of the chemical buro. The office is one of much interest to the grain men of the country. If the farmers of the land are to be permitted to market the grain nature permits them to produce, then a man of common sense and a practical knowledge of agriculture needs to be placed at the head of this department, otherwise every grain grower will need to establish a chemical laboratory in order to know what he can and cannot market.

FREIGHT CLAIMS are being collected from carriers much more frequently and expeditiously by grain shippers than ever before, principally because the claims are being properly presented and persistently followed up by the claimants. The use of formal claim blanks has educated shippers to present the evidence necessary to validate their claim, and at the same time has greatly reduced the work of the claim agent, so that more claims are paid, and promptly.

SOME Ohio shippers have found their oats so hot they refuse even to load them into refrigerator cars. As was brot up at the Columbus meeting, many dealers believe it is better to permit oats to go thru the sweat without moving. They claim that when they are moved they become discolored and the champions of blowing claim that if left in bin to go thru sweat they come out dull and musty. Under different conditions of the grain no doubt either way of handling would prove the better. The experience of readers will be welcome. Let us hear from you.

OWNERS OF GRAIN in box cars, stored on track near elevators, will be interested in the unjust decision rendered recently in suit brot by J. Sidney Smith & Son against the Phoenix Insurance Co. As is clearly pointed out by the plaintiff elsewhere in this number, it was utterly impossible to place all of the cars covered by the policies within 100 feet of the elevator. The qualifying clause, limiting the distance cars could be from elevator, was uncalled for and unreasonable. If it be finally upheld by the courts as right, then the plaintiff paid for insurance which he did not receive and the company did not intend to give. The trade can ill afford to do business with insurance companies whose representatives incorporate qualifying clauses in their policies for the prime purpose of reducing the liability, which the insured is permitted to presume the policy provides for. In the past many grain men have suffered from deception thru intention, as well as thru carelessness on the part of inexperienced insurance agents at country points. It would be far better if all would confine their dealings to mutual companies making a specialty of writing policies on grain and grain elevators. These companies, being operated in the interest of the policyholders, employ men especially trained to see that the property is fully covered, as intended by the owner, and what is more, they do not stand on minor technicalities to escape liability. The bulldozing tactics of the average adjuster of the stock companies was enough to prompt the grain dealers and millers to organize mutual companies, and the wonder is it has not driven all this business to the mutual companies long since.

SIDE LINES are sometimes profitable, but the elevator man whose greed prompts him to take on too many side lines is sure to prompt merchants making a specialty of his side lines to take on grain as a side line for their business. Seeds and hay, being products of the farm, more naturally are hauled to the grain dealer than elsewhere, but when the grain dealer attempts to sell to as well as buy from the farmer, he becomes a general merchant and antagonizes those making a specialty of coal, lumber, farm implements, flour, lime, salt and tile. If the town lacks stores able to supply these products, then it would be much better to conduct a store under another name than the one identified with the grain business. The merchant who tries to monopolize all kinds of trade, by his very greed antagonizes all other merchants and attracts competition to his most profitable lines. It is far better to be satisfied with the marketing of farm products, without competition.

## SCALE INSPECTION PROVING POPULAR.

The various grain dealers ass'ns, and likewise the coal dealers ass'ns, which have undertaken the inspection and repair of the scales of members, have found the work profitable for the dealers and an attractive aid to the extension of association membership. The Tri-State Ass'n., which has rendered this service to its members at a very low cost, has collected letters from a number of well satisfied members, commending in high terms the scale inspection and repair service and recommending that no dealers attempt to get along without it.

The Illinois Ass'n., which has found the service of so much value to members that it has seen fit to authorize the employment of a second scale expert, closed the first year of this work recently with a record of 483 scales tested, repaired or adjusted. Of the scales put in working order 307 were wagon scales, 122 hopper scales, 27 automatic scales, 14 track scales, 5 dormant scales and 8 flour scales. Of the wagon scales overhauled 44 were refitted thruout and rebuilt. The total expense to the ass'n. was \$2,025, or an average of about \$4.19 per scale.

Country elevator men have found the employment of the scale inspector profitable because both the farmer and the railroad have more confidence in their weights and claims are paid more promptly when accompanied by a statement to the effect that the scales had been recently inspected. Nearly every grain dealers ass'n. is now employing a scale expert, who is kept traveling among the members, testing and repairing their scales. The extension of the work, more than anything else, proves that the scale inspector was needed.



### Bailment or Sale of Stored Grain.

That grain in its burned elevator was stored at owner's risk was the contention of the Webster Bros. Mlg. Co., Thatcher, Ariz., defendants in an action brought against the company by William R. Bingham. In the district court Bingham was given a judgment for \$649.37, the court holding that the transaction between Bingham and the Webster Bros. Mlg. Co. was a sale.

An appeal to the Arizona Supreme Court was taken by the Webster Bros. Mlg. Co., with the result that the decision of the lower court was reversed June 14, 1912, and a new trial ordered. The evidence on which the Supreme Court based its decision was substantially as follows:

In accordance with his custom, Bingham placed 20,885 lbs. wheat and 57,735 lbs. barley in the elevator of the Webster Bros. Mlg. Co. No price was set on it and according to Bingham's testimony, Webster said to him: "You can put it in the mill and I will give you the going price or you can store it."

A week passed and Bingham said he spoke to Webster as follows: "I told him we had to have some money to pay our expenses and that my grain would go at the going price; that I had to have some money to pay my men and he says, 'All right'. I told him I would like to get some money now. He says: 'I have made arrangements for money.' He wanted to know if I could get along for the present with \$50 and I said 'yes.' He gave me \$50. About five days later, I went to see him again and asked him for some more money. He said 'I didn't get my money,' so he paid me \$100 more."

The mill and its contents were burned June 23, 1910. Bingham took memorandum receipts of grain as it was stored in the mill and these receipts were introduced as part of Bingham's testimony. Appended to the receipt was this writing: "This is not a final receipt, only a memorandum of your sacks and the amount of grain received by us less screenings and shrinkage. Please retain this slip for settlement."

Webster testified as follows: "Bingham says, 'Webster, what about this grain?' I says, 'what about it?' He says, 'the price is pretty low and I don't want to sell for that price.'"

"He says, 'I have got a payment to make on my machine in September some time, and I don't have to sell until that time. I would rather make arrangements to store it.' I said, 'all right, you can store the grain here until threshing is over with and you can come then and we will settle up. I will give you the price at the time we settle up. If the grain rises, you can have the price of the grain.' He says, 'What about my running expenses?' I said, 'You can draw expenses for necessities and coal. As you draw this money, we will take the grain for that amount at the going price.'"

Webster testified further that Bingham was given credit for all grain disposed of and that soon after the fire Bingham demanded pay for all the grain stored. It was in evidence that it was customary for farmers to store grain with Webster for which no charge was made. Webster testified further: "When we gave the storage receipt, the receipt said we were not responsible for grain lost by fire. We gave them a memorandum receipt until the grain was screened and when they returned this receipt, we gave them a receipt for the storage. Mr. Bingham's grain had not been screened."

Another witness testified to the effect that after the fire, he talked with Bingham,

who told him that his firm would be losers to the extent of \$2,000, but that he did not think the boys (Webster Bros.) would let him lose it.

Another witness testified that Bingham told him prior to the fire in answer to the question asked him regarding the price he was getting for his grain: "I am just drawing money for expenses and storing the balance to pay expenses at the regular price." Bingham denied both conversations.

For the purpose of showing that Webster Bros. Mlg. Co. exercised acts of ownership over the grain in dispute, the lower court permitted Bingham to show that Webster Bros. Mlg. Co. had \$1500 insurance on barley and \$1500 insurance on wheat or flour and that the same was duly collected. Prior to the fire Webster had disposed of part of Bingham's grain to the extent of \$415.21. He had given Bingham credit for that amount on his books and paid him in cash \$204.65 before the fire and had paid him in coal \$73.46, leaving a balance due of \$137.10.

The Webster Bros. Mlg. Co. offered to show that it had enough wheat and barley on hand to pay all storage wheat and barley at the time of the fire, but on objection of Bingham's attorneys, this offer was disallowed.

Judge Ross said: The fact that the appellant was carrying insurance on the grain in its mill is not necessarily evidence of ownership. Warehousemen and bailees have a right to insure bailments for their protection against loss that might occur through the negligence or carelessness of their servants or agents or themselves.

Under all the facts, we believe the jury might reasonably have found the transaction detailed by the witnesses was a contract of bailment, and not of sale.

There is a striking conflict in the evidence as to what the contract was, and, inasmuch as contracts of this kind are subject to the same rule as other contracts, the meeting of the minds of the parties, we think the question of sale or bailment should be submitted to a jury.

The mysterious disease that has killed 20,000 horses in Kansas during the last two months has disappeared as mysteriously as it came. No cure was found and experts are unable to account for its disappearance.

A RECENT DECISION of a Texas court which sanctioned the breaking of a contract, because the agreement made by one of the parties was a violation of the anti-trust law, furnishes food for thought. A grain company desirous of buying more grain, sent a representative into the panhandle for that purpose. His efforts were ineffectual, and he turned to another grain buying company located in that territory and tried to make a deal for several cars. The prospective purchaser was told his company could not hope to buy grain of the local company unless the company represented by the buyer agreed to refrain from buying grain from farmers, curb brokers, scoopers or other "illegitimate dealers." After the agent's company had been informed of the conditions, it wired an acceptance of the terms and contracted to buy a certain quantity of grain. The welcher in the case was the seller. Although it stipulated the conditions of the contract, it took advantage of the technicality thus presented and welched on the grounds that it had been led into an unlawful conspiracy with a company that agreed not to buy save from legitimate dealers. And an agreement to buy only of legitimate dealers is a violation of the anti-trust law!

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

G. N. 19482 loaded with durum wheat, passed thru Albee, S. D., Nov. 8, leaking badly thru floor over truck. Train did not stop long enough for me to make repairs.—Gus J. Lybeck.

B. & O. 195019 passed thru Irving, Kan., Nov. 4, loaded with wheat, with car seal broken on side door and door partly open.—P. W. Blauer.

C. M. & St. P. 55958 passed thru Menville, Ia., recently, west bound, leaking barley at side door.—W. L. Sanborn, per G. C. S.

C. M. & St. P. 61932 passed thru Menville, Ia., recently, west bound, leaking barley. Was patched up in the yards.—W. L. Sanborn, per G. C. S.

B. & O. 166191 passed thru Diller, Neb., Nov. 1, leaking wheat at side of car. Car was picked up at Byron, Neb. Agt. for Central Granaries Co. fixed it as well as he could.—F. E. Hale, mgr. Farmers Elevator Co.

St. L. M. & S. 12278 was set out at Irving, Kan., temporarily, about Nov. 1, leaking wheat from side of car between door and end of car.—P. W. Blauer.

M. & St. L. 10766 passed thru Watertown, S. D., Oct. 30, loaded with wheat, leaking badly at end of car.—G. C. Ostrander & Son.

C. & O. 75398, billed for Chicago, passed thru Calumet, Ia., Oct. 31, leaking wheat on account of a loose floor. Temporarily repaired by train crew by stuffing in a little waste.—E. Mann.

C. & O. 8451 passed thru Greenville, O., Oct. 30, leaking at door post.—Wenrick, Mote & Hawkins, per Noah Wenrick.

G. N. 18260 passed thru Galchutt, N. D., Oct. 28, leaking wheat badly at bolster end. Train did not stop.—Earl A. Thorpe, agt. Heising Grain Co.

St. L. S. W. 16802 passed thru North Creek, O., Oct. 26, leaking oats over truck at each side. Train did not stop.—C. C. Schafer.

Penn. 18787 passed thru Cerro gordo, Ill., Oct. 28, leaking yellow shelled corn at draw bar. Train was in motion so could not report it to train crew. I reported to the agent at Cerro gordo. I am not now in the grain business; but it seems second nature to report a leaky grain car and thus enable the shipper to collect for his loss.—S. H. Baker.

C. & N. W. 77002 passed thru Lawn Hill, Ia., Oct. 25, leaking white oats at side of car. Train did not stop.—R. T. Greene, mgr., The New Providence Co-operative Co.

O. G. & N. E. 345 passed thru Whites-town, Ind., Oct. 21, leaking wheat thru grain door and door post.—Jenkins & Cohea.

N. P. 46592, loaded with oats, arrived at Mountain Lake, Minn., Oct. 21, leaking badly. Grain was transferred to C. & N. W. 84760. Shortage will be heavy.—R. J. Kintzi, mgr. Mountain Lake Farmers' Elevator Co.

Wabash 51030, apparently loaded with shelled corn, was set out at Morning Sun, Ia., Oct. 18, with a broken stringer. No leak noticeable.—Oren S. Gibbs, Farmers Elevator & Supply Co.

N. S. 4595, loaded with wheat, was ditched on the C. B. & Q. side track at Peetz, Col., Oct. 9, as a result of spreading rails.—Peetz Lbr. Co., succ. to A. M. Kellogg.

T. & B. V. 1943 passed thru Armstrong, Ill., Oct. 14, leaking white oats at end door.—C. L. Wood & Co., per J. Ridge.

N. Y. C. 57643, loaded with wheat, on the C. M. & St. P., was set out at Hartley, Ia., Oct. 14, leaking a stream out of side door. Big depression in center of car. Looks as tho 300 or 400 bus. had run out.—C. H. Betts.

C. P. & St. L. 4189, loaded with barley, passed thru Manitou, Ill., Oct. 12, leaking over the bolster. I had no chance to repair same. Called trainmen's attention to the leak.—A. R. Harbaugh, mgr. Smith-Hippen Co.



Worry is work. People who worry have got a life job with no pay envelope on Saturdays. Worry is crossing a bridge before you come to it and while you are on it and after you are over it. Wait until you get to the bridge and if the bridge is down—SWIM THE CREEK.

## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### HOW TO OVERCOME DISCRIMINATION IN CAR SUPPLY?

*Grain Dealers Journal:* We are being discriminated against in favor of our neighboring town, McClure, in the supplying of cars for grain shipments. Shippers there are getting cars every day, yet we have not had a car for two weeks. McClure is on the same and only line of railroad we have. While we are forced to hold the grain the markets are going against us.

What can we do to get cars?—Chas. B. Krohn, Mgr. Farmers Grain & Seed Co., Grelton, O.

**Ans.:** Make a formal written demand for cars to the station agent and to the Freight Traffic Manager. If this fails send a written statement of the facts or a personal appeal to the Ohio State Railroad Commission, O. P. Gothlin, chairman, Columbus, O.

### WHY DID SPRINKLERS FAIL?

*Grain Dealers Journal:* We read on page 580 of the Journal, Oct. 10, an article by Wm. Reed, manager of the Fire Prevention Bureau, relating how two mills, supposed to be protected by automatic sprinklers, had been burned, with a loss of over \$500,000, with considerable surprise, and we are interested to know why the sprinklers failed to quench the two fires mentioned, one at Estill Springs, Tenn., and the other the Berger-Crittenden Co.'s mill at Milwaukee.

We equipped our plant some 4 years ago with an automatic sprinkler system at an expense of over \$2,000, and we have been feeling since we installed the equipment that we were practically sure of never losing our plant by fire; hence we would like to know why the sprinklers failed in the two cases reported.—Meech & Stoddard, Inc., Middletown, Conn.

### COURT DECISIONS ON RECIPROCAL DEMURRAGE.

*Grain Dealers Journal:* Can any reader of the Journal inform me whether or not the United States Supreme Court has given any decisions on delay in furnishing cars to country elevators?

I know of a case in Hardwick, Minn., where the state supreme court decided in favor of the shipper; but the railroad company carried up an appeal to the United States Supreme Court, and no decision in this case has yet been made.—E. J. Keenan, mgr. Clark County Elevator Co., Clark, S. D.

**Ans.:** Since the Hardwick case went to the United States court the position of the shippers has been strengthened by the decision of the Supreme Court of Minnesota in the recent case of Zetterberg v. Great Northern Ry. Co., published elsewhere in this number of the Journal, holding that even without the reciprocal demurrage law on which the Hardwick case was based, the shipper is entitled to damages

for failure to furnish cars, under the common law.

In a recent Oklahoma case, given in "Supreme Court Decisions" column, this number, the Supreme Court of that state has decided that the reciprocal demurrage statute does not conflict with the Interstate Commerce Act, as it facilitates interstate as well as intrastate commerce.

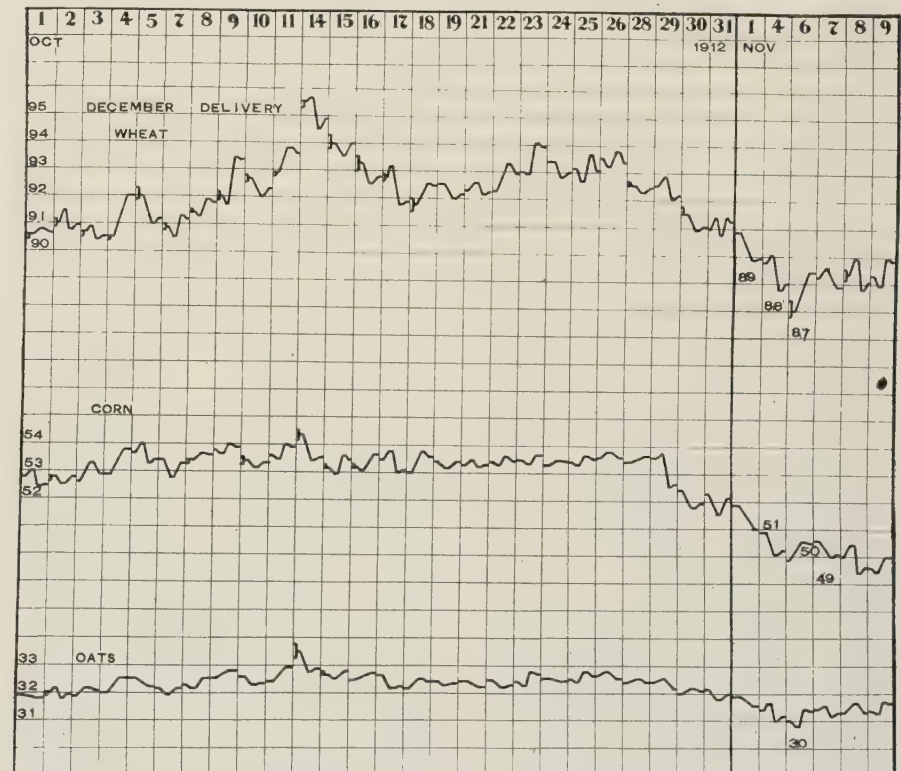
### COPY OF GRAIN INSPECTION RULES?

*Grain Dealers Journal:* Where can I obtain a copy of the rules for the different grades of oats and corn?—R. H. Sietsema, Sibley, Ia.

The indictment charging James Patten, Eugene Scales, Frank B. Hayne and Wm. P. Brown with conspiracy to run a corner on cotton in 1910, in violation of the Sherman anti-trust law, was admitted to be faulty and to contain defects by Solicitor General Bullitt at a hearing Oct. 22 before Chief Justice White, and several counts were dropped.

## Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats at Chicago during October and part of November are given on the chart herewith:



### DAILY CLOSING PRICES.

The closing prices of wheat and corn for December delivery at the following markets for the past two weeks has been as follows:

#### DECEMBER WHEAT.

	Oct. 25.	Oct. 26.	Oct. 28.	Oct. 29.	Oct. 30.	Oct. 31.	Nov. 1.	Nov. 4.	Nov. 6.	Nov. 7.	Nov. 8.	Nov. 9.
Chicago	25.	26.	28.	29.	30.	31.	1.	4.	6.	7.	8.	9.
Minneapolis	93 1/2	93 1/4	92 3/4	92 1/4	91	91 1/4	89 3/4	89	89 3/4	88 7/8	89	89 3/4
Duluth	88 1/2	88 3/4	87 1/2	87 3/4	86 3/4	86 3/4	85 3/4	84 3/4	85 3/4	84 3/4	84 3/4	85 3/4
St. Louis	94 1/4	94 1/4	93 3/4	93 1/4	92 1/4	92 1/4	91 1/4	90 1/4	90 1/4	89 3/4	90 1/4	90 3/4
Kansas City	87	87 1/4	86 3/4	86 1/4	85 3/4	85	84 1/4	83 1/4	83 3/4	83 1/4	83 1/4	83 3/4
Milwaukee	90 1/2	90 3/4	89 3/4	89 1/4	88 1/4	88 1/4	87 1/4	85 3/4	86 1/4	86 1/4	86 1/4	87 1/4
Toledo	112 1/2	113	112 1/4	112	111	111	110 3/4	109 3/4	109 1/4	109	108 3/4	109 3/4
New York	99 3/4	100 1/4	99 1/4	98 3/4	98 1/4	98 1/4	97 1/4	96 3/4	97	96 3/4	96 3/4	97 1/4
Baltimore	105	106	105 1/2	104 3/4	...	...	102 1/2	101 1/4	101 1/4	102 1/4	104 1/4	...
Winnipeg	86 1/4	86 3/4	...	85 1/4	84 3/4	84	83	83	82 3/4	82 3/4	83 1/4	...
Liverpool	112 3/4	113 1/4	112 1/4	111 1/4	110 3/4	110 3/4	109 3/4	109 3/4	108	108 3/4	109 3/4	109 3/4
Budapest	131 1/4	131 3/4	130 3/4	131 3/4	131 1/4	131 1/4	...	130 1/4	129 3/4	129 3/4	130 3/4	131 1/4

#### DECEMBER CORN.

	Oct. 25.	Oct. 26.	Oct. 28.	Oct. 29.	Oct. 30.	Oct. 31.	Nov. 1.	Nov. 4.	Nov. 6.	Nov. 7.	Nov. 8.	Nov. 9.
Chicago	53 1/2	53 1/2	53 3/4	52 1/4	51 7/8	52 1/4	51	50 1/4	50 3/4	50	49 1/4	50
Kansas City	48 3/4	48 3/4	49 1/4	48 1/4	48	48	47 1/4	46 3/4	46 3/4	46 3/4	46 3/4	46 3/4
St. Louis	50 1/4	50 1/4	50 1/4	49 1/4	48 7/8	48 7/8	47 1/4	47 1/4	47 1/4	47 1/4	47 1/4	47 3/4
Liverpool	70 3/4	71	71 3/4	71	70 1/4	69 1/4	68 3/4	68	68	68 3/4	68 3/4	69 1/4



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### CANADA.

Winnipeg, Man., Oct. 15.—The crop estimate of the Northwest Grain Dealers Ass'n of Manitoba, Saskatchewan and Alberta is as follows: Wheat acreage 10,126,000 acres; yield 18.6 bus.; total yield 188,333,000 bus.; inspected to date 34,433,670 bus.; in store at country points, 19,132,000 bus.; in transit not inspected 4,300,000 bus.; marketed here, 30,000 bus.; allowed for seed, feed and country mills 35,000,000 bus.; making a total of 92,895,670 bus.; balance to be marketed 95,437,330 bus. Oats acreage 5,065,000 acres; yield 43.5 bus.; total yield 220,327,500 bus.; inspected to date 2,756,400 bus. Barley acreage 953,000 acres; yield 35 bus.; total yield 31,449,000 bus.; inspected 2,756,400 bus. Flax acreage 1,400,000 acres; yield 9.5 bus.; total yield 13,300,000 bus.; inspected 1,670,000 bus. About 20% of crop No. 4 and under.—Frank O. Fowler, sec'y.

### ILLINOIS.

Downs, Ill., Nov. 8.—The Downs Grain Co. reports corn yield 50 bus.; none rotting to speak of; farmers not selling.—S.

Lake City, Ill., Nov. 8.—C. W. Mitchell reports nothing selling and no new corn shipped; corn averaging 45 bus.—S.

Lomax, Ill., Nov. 4.—Wheat crop poor; oats good; corn fair; little grain being shipped just now.—Lomax Elvtr. Co.

Graymont, Ill., Nov. 8.—Farmers Elevator Co. reports very little corn selling and none shipped; yield averaging 50 bus.—S.

Humboldt, Ill., Nov. 8.—Cuppy Bros. report corn yield 45 bus.; have shipped a number of cars, nearly all grading No. 3.—S.

Toluca, Ill., Oct. 31.—Corn running 20 to 30 bus. short of last year's yield; is making 35 to 45 bus.—S. P. Cunningham, mgr. Toluca Elvtr. Co.

Strawn, Ill., Nov. 8.—Stotler Bros. report corn yield 50 bus.; quality exceedingly fine; car shortage, however, preventing them from selling corn on track.—S.

Glenarm, Ill., Nov. 5.—F. E. Barbee & Co. expect to handle very little corn owing to short crop; nearly all grown here will be fed; quality very much poorer than last year.—S.

El Paso, Ill., Nov. 8.—El Paso Elevator Co. reports 50 bus. yield; quality exceedingly fine with no rotten grains; corn shipped has graded sample, due to the fact that there was too much moisture.—S.

Arcola, Ill., Nov. 8.—Mr. Munson, mgr. of the Arcola Farmers Grain Co., reports having shipped new corn; all of it graded "sample" because of moisture. He thinks that in two or three weeks moisture tests will show an improvement, and that the corn will then grade No. 3.—S.

Raymond, Ill., Nov. 5.—The Farmers Grain & Supply Co. reports corn crop very disappointing, the yield not exceeding 25 bus.; crop seriously injured by chinch bugs. Same condition prevails at Harvel on the Wabash and at Farmersville, Waggoner and Zanesville on the I. C. south of Springfield.—S.

Saunemin, Ill., Oct. 31.—Old corn all shipped out; new corn 50 to 60 bus.; good quality; farmers binning and storing all they can until prices suit them. Very few oats sold; stored in farmers bins, waiting better values. Expect to handle large volume of grain for next 12 months.—Geo. J. Carson, mgr. Saunemin Elvtr. Co.

Dorans, Ill., Nov. 8.—Mgr. Wright of the Farmers Elvtr. Co. reports yield of corn as disappointing; cites an instance of where fifteen acres of corn was husked and hauled out of the field on four wagons. Also another case where fifteen rows eighty rods long only made a fair average load of corn; says yield will not exceed 35 bus.—S.

### INDIANA.

Raub, Ind., Nov. 6.—Corn yield very disappointing; very deficient in both weight and bulk, especially in weight.—Kirkpatrick Bros.

### IOWA.

Center Point, Ia., Oct. 31.—Corn same as last year; lots of soft corn. Oats averaged 45 bus.; not many back; no old corn.—L. J. Dennis.

Earlville, Ia., Oct. 31.—Not much grain moving.—H. J. Pitcher.

Gladstone, Ia., Oct. 30.—Corn better than last crop; 50 bus. average.—J. V. Sinek.

Dike sta., Holland p. o., Ia., Nov. 1.—Corn will average 50 bus.; fair quality.—O. A. Ontjes, Dike Elvtr. Co.

Fostoria, Ia., Nov. 6.—Handled 35,000 bus. of oats last month; prospects good for good large corn crop.—L. R. Irons, mgr. Fostoria Elvtr. Co.

Van Horn, Ia., Oct. 31.—Corn averaging 60 bus.; good quality. Oats good crop; farmers holding them.—U. S. Fry, mgr. Van Horne Gr. & L. S. Co.

Wellsburg, Ia., Nov. 1.—Corn 50 bus.; lots of soft. Oats 50 bus.; good quality. No old corn back, and expecting new about middle of December.—M. H. Tjaden.

Wellsburg, Ia., Nov. 1.—Corn averaging 60 bus.; wet yet. Oats 50 bus., musty and burnt. No old corn; farmers holding oats for 30c and will hold new corn.—H. J. Frerichs.

Hawarden, Ia., Nov. 8.—Corn yielding 50 bus.; large acreage; fairly good quality. Oats yielding 30 bus.; small acreage; 50% of the oats back; farmers holding for higher prices.—C. F. Noble.

Hawarden, Ia., Nov. 8.—Wheat yielding 12 to 15 bus.; good quality; large acreage. Movement light and will continue so until after corn husking.—A. E. Anderson, agt. McCaull-Webster Elvtr. Co.

Oakville, Ia., Nov. 2.—Good movement of new corn; fine quality; grading No. 3 new and No. 4 new; moisture 20½%; yield 10% short of expectations.—Eugene Van Dyke, agt. Farmers Grain Co.

Struble, Ia., Oct. 30.—Grain movement very light; 75% of farmers husking corn; husking will be finished next week. Corn crop large; ideal season for maturing and drying.—C. N. Ogden, mgr. Farmers Elvtr. Co.

Holland, Ia., Nov. 1.—Corn ranging from 35 to 65 bus.; 50 bus. average; soft. Oats 38 to 75 bus.; averaging 50 bus.; good quality. Few cars of old corn back; farmers holding oats.—J. A. Fouken, agt. Farmers Elvtr. Co.

Randall, Ia., Nov. 1.—Above average corn crop and better quality. Oat crop bigger than ever; 40 to 60 bus.; good in weight and color. No old corn back; expect new corn in December.—Waller Whiteford.

Martell, Ia., Oct. 31.—Corn above average crop; tho very green. Oats biggest crop ever raised; averaged 55 bus.; good quality. No old corn back; farmers holding oats; expect new corn to move immediately.—C. S. Peet.

South English, Ia., Oct. 31.—Corn better than last year; 50 bus. average; good quality. Oats 50 bus.; no old corn back; do not expect any new corn until after Jan. 1st; light movement of oats.—O. K. Morrison, Home Lbr. Co.

Hawarden, Ia., Nov. 8.—Dealers in vicinity not troubled by car shortage yet, but expect a shortage when corn movement starts. Farmers selling some corn; not much on account of low prices, ranging from 30 to 35c.—L. A. K.

Nashua, Ia., Nov. 1.—Corn better than average yield; 45 bus.; more soft corn than last year. Oats 50 bus.; good quality; heavy, and most grading No. 3 or better. Not much old corn back; very little grain moving.—W. A. Granger, Granger & Nafus.

### MICHIGAN.

Lansing, Mich., Nov. 1.—Condition of wheat 90%; total number of bus. marketed during October 250,931; estimated total marketed in three months, August to October, 1,750,000 bus.; 82 mills and elvtrs. report no wheat marketed during October. Estimated corn yield, 31.65%.—Frederick C. Martindale, sec'y of State.

### MINNESOTA.

St. Peter, Minn., Nov. 4.—Threshing all done; wheat yielding 18 to 25 bus.; rye 22 to 27 bus.; barley 40 to 45; oats 50 to 65. Little corn husked; yield 50 to 65 bus.; 80% of grain in farmers' hands; weather fine for husking.—E. J. Matteson.

### MONTANA.

Vaughn, Mont., Nov. 4.—Grain coming in very slowly; farmers holding for higher prices.—J. G. Hanson, agt. Montana Central Elvtr. Co.

Spion Kop, Mont., Nov. 4.—Considerable grain still in shock; covered with snow and little chance of its being threshed. This is a winter wheat section; yields of turkey red as high as 60 bus.; farmers holding wheat; only one car shipped so far; graded No. 2 Montana hard (turkey) and sold at 60c.—Ira I. Walker.

### NEBRASKA.

Angus, Neb., Nov. 6.—Wheat same acreage as last year.—Borin Bros.

Hooper, Neb., Nov. 6.—Corn husking half done; yield 45 bus.; large acreage; most of it good quality.—Henry Roberts.

Fairbury, Neb., Nov. 6.—Corn crop very light for the last five years; most of it fed. Has been good demand for grain, especially corn for southern shipment to Oklahoma and Texas.—O. Vanier.

Emerson, Neb., Nov. 7.—Splendid weather for gathering corn; farmers not loafing on the job at present; corn reasonably good; running 25 to 30 bus.—W. Y. McLaughlin, agt. Benson Grain Co.

Chalco, Neb., Nov. 8.—Corn husking in full blast; average 35 bus.; poor quality. Growing wheat in fine condition; usual acreage; 60% of wheat still in farmers' hands; old corn all sold; 70% of oats still held.—Robt. W. Jark, mgr. Chalco Elvtr. Co.

Alvo, Neb., Nov. 7.—Have bumper crop of corn; 25 to 70 bus.; acreage cut down on account of price of wheat; next year will be 20% more; we handled very little corn for outside trade last year; quality poor. About 20% of wheat in farmers' hands; wheat prospects fine.—C. C. Buckwell.

### NORTH DAKOTA.

Walhalla, N. D., Oct. 30.—Crop average in yield but below in quality.—R. B. Cunningham, agt. St. Anthony & Dakota Elvtr. Co.

Sandoun sta., McLeod p. o., N. D., Oct. 30.—Flax not very good on account of too much rain in spring; planted late and frost caught some of it.—M. Overgard, agt. Atlantic Elvtr. Co.

Because the farmers are waiting for higher grain prices, the grain movement in the northwest is falling off. Grain is being stored in every available space and the farmers are storing considerable in the country elevators.

Galchutt, N. D., Oct. 28.—Wheat yielding 18 to 20 bus.; barley 35 bus.; rye 20 bus.; oats 45 to 50; flax 10. Threshing finished; all grain full of wild oats; most of wheat smutty; about ½ crop in farmers' hands. Good deal of winter rye sown.—Earl A. Thorpe, agt. Heising Grain Co.

### OHIO.

Greenville, O., Nov. 1.—Some new corn being taken in; quality good; but pretty damp yet.—Noah Wenrick, Wenrick, Mote & Hawkins.

### SOUTH DAKOTA.

Hitchcock, S. D., Oct. 23.—Wheat 13 bus.; grading No. 1 mostly. Practically all grain threshed.—Wm. A. Gross.

Naples, S. D., Oct. 29.—Barley 30 bus.; medium quality; small acreage.—C. J. Ostroot, agt. E. W. Ketcham.

Watertown, S. D., Oct. 28.—Wheat 20 bus.; grading mostly No. 2 now. Fully 50% of grain marketed.—Thomas McBath.

Raymond, S. D., Oct. 26.—Barley will average 22 bus.; flax 10 bus.; good quality.—J. S. Foster, agt. G. W. Van Dusen & Co.

Raymond, S. D., Oct. 26.—Wheat yielding 15 to 20 bus.; about 50% of crop marketed.—R. W. Hansen, agt. Atlas Elvtr. Co.

Parkston, S. D., Nov. 6.—Wheat 12 bus.; grading No. 2 and 3. Flax about 8 bus.; good quality; small acreage.—Chris. Remper.

Crandon, S. D., Oct. 23.—Barley acreage small; yield 25 bus. No oats or corn for sale.—J. E. Rush, agt. Siberz Bros. & Craig.

Hitchcock, S. D., Oct. 23.—Barley crop very small; yield 25 bus. Very few oats for market.—E. E. Munroe, agt. Atlas Elvtr. Co.

Doland, S. D., Oct. 26.—Flax yielding 9 bus.; barley 20 to 30 bus.; acreage of both small.—P. H. Davidson, agt. Atlas Elvtr. Co.

Vienna, S. D., Oct. 29.—Barley 30 bus.; fair quality; small acreage. Flax yield 8 to 10 bus.—E. E. Bruha, agt. Northwestern Elvtr. Co.

Woonsocket, So. Dak., Nov. 2.—Wheat 12 bus.; good quality; about 50% already marketed.—H. D. Reed, agt. So. Dakota Grain Co.

Redfield, S. D., Oct. 24.—About 75% of crop marketed; considerable stored grain in elvtrs.—A. R. Lull, agt. G. W. Van Dusen & Co.

Frankfort, S. D., Oct. 26.—Flax will probably average 8 bus.; good quality; small acreage.—J. B. Hansen, mgr. Frankfort Elvtr. Co.



Elrod, S. D., Oct. 29.—Wheat yielding 20 to 30 bus.; grading No. 2 and 3 mostly; about 50% marketed.—J. C. Wynn, agt. W. I. Thompson.

Mitchell, S. D., Nov. 4.—Wheat 14 bus.; grading No. 3; blue stem will grade No. 2. Corn crop good; farmers husking; yield 35 bus.—A. H. Betts.

Crandon, S. D., Oct. 23.—Wheat yielding 18 to 25 bus.; grading No. 1. About 2/3 of crop threshed.—G. G. Stahl, mgr. Crandon Farmers Elvtr. Co.

Elrod, S. D., Oct. 29.—Barley yielding 30 bus.; fair quality; small acreage. Flax yield and acreage small.—O. O. Haugen, mgr. Farmers Elvtr. Co.

Doland, S. D., Oct. 26.—Wheat yielding 15 to 18 bus.; good quality. Car shortage causing considerable grief.—W. T. Giese, mgr. Farmers Elvtr. Co.

Hurley, S. D., Nov. 7.—Wheat 12 bus.; grading No. 2 and No. 3 mostly. Barley acreage small; yield 25 to 35 bus. Farmers holding oats.—C. F. Corkill.

Miranda, S. D., Oct. 25.—Wheat 7 bus.; good quality. Flax 6 bus.; fair quality. Practically entire crop threshed.—P. Findeis, agt. Atlas Elvtr. Co.

Zell, S. D., Oct. 25.—Flax acreage small; yield 7 bus.; good quality. Barley will average 20 bus.; small acreage.—Henry Arends, agt. Atlas Elvtr. Co.

Naples, S. D., Oct. 29.—Crops good; wheat 20 bus. All elvtrs. pretty well filled on account of car shortage.—Peter Johnson, mgr. Farmers Elvtr. Co.

Zell, So. Dak., Oct. 25.—Crops only fair; wheat yield 10 bus.; grading No. 1 mostly. About 50% of crop marketed.—F. J. Jingwirth, mgr. Farmers Elvtr. Co.

Loomis, S. D., Nov. 2.—Corn fair; some soft corn; yield about 35 bus. About 60% of the grain already marketed.—J. W. Ayres, agt. So. Dakota Grain Co.

Ethan, S. D., Nov. 5.—Wheat yielding 15 to 20 bus.; grading No. 1 and 2. Early flax good; late flax poor, yield 7 bus.—Wm. Carlton, mgr. Farmers Elvtr. Co.

Rockham, S. D., Oct. 25.—Flax crop very small; yield 6 bus.; fair quality. Barley will average 20 bus.; small acreage.—C. E. Erickson, agt. Eagle Roller Mill Co.

Hurley, S. D., Nov. 7.—Corn will average 35 bus.; fair quality at present; large acreage. Oats 40 bus.; good quality.—Matt Woodward, mgr. Farmers Elvtr. Co.

Tripp, S. D., Nov. 6.—Barley 15 to 30 bus.; fair quality. Movement of grain very light; farmers busy husking corn.—Fred J. Herr, mgr. Farmers Elvtr. Co.

Centerville, So. Dak., Nov. 7.—Wheat 22 bus.; grading No. 2 and No. 3. Oats 35 to 45 bus.; grading No. 3 white and better. Farmers holding oats.—T. I. Gunderson.

Bryant, S. D., Oct. 31.—Flax acreage small; yield will average 10 bus.; good quality. Oats 35 to 60 bus.; good quality.—H. L. Stearns, agt. Ostroot Elvtr. Co.

Tripp, S. D., Nov. 6.—Corn good; average yield 40 bus.; quality fair. Flax acreage very small; yield 5 to 15 bus.; good quality.—G. Schaefer, of Schaefer Bros.

Watertown, S. D., Oct. 28.—Barley yielding 30 to 40 bus.; fair quality; small acreage. Flax very small; yield 10 bus.—John Russell, mgr. Farmers Elvtr. Co.

Naples, S. D., Oct. 29.—Durum 15 bus.; grading No. 1 mostly; hard wheat 22 bus.; grading No. 1 and 2; about 1/2 wheat marketed.—H. J. Button of The B-B Grain Co.

Lake Preston, S. D., Oct. 30.—Wheat yielding 22 bus.; grading No. 1 and 2. Flax acreage small; yield 8 to 15 bus.; good quality.—H. P. Dahl, agt. Eagle Roller Mill Co.

Centerville, S. D., Nov. 7.—Corn will average 40 bus.; good quality. Flax 10 bus.; small acreage. Barley 30 bus.; very small acreage.—A. Holmquist, agt. F. M. Slagle & Co.

Tripp, So. Dak., Nov. 6.—Wheat yielding 15 bus.; fair quality. Oats 35 bus.; farmers holding for higher prices. About 50% of the grain already marketed.—F. H. Hirsch.

Loomis, S. D., Nov. 2.—Wheat will average 14 bus.; grading No. 1 mostly. Flax 10 bus.; good quality. Very few oats and little barley.—G. F. Bock, mgr. Farmers Elvtr. Co.

Lake Preston, S. D., Oct. 30.—Oats yielding 50 to 70 bus.; good quality. Barley 30 to 40 bus.; fair quality; about 60% of crop marketed.—G. Lunde, mgr. Co-operative Elvtr. Co.

Rockham, So. Dak., Oct. 25.—Wheat 9 bus.; grading mostly No. 2. Practically entire crop threshed; about 50% marketed.—A. B. Linn, mgr. Rockham Farmers Elvtr. Co.

Frankfort, S. D., Oct. 26.—Wheat yield will average 12 bus.; grading mostly No. 1. Fully 50% of crop already marketed.—E. C. Winchell, mgr. Frankfort Farmers Elvtr. Co.

Clark, S. D., Oct. 26.—Durum wheat 18 bus.; hard wheat 12 bus.; grading No. 1 and 2 mostly; not over 50% of the grain marketed; 90% threshed.—J. E. Hyde, agt. Atlas Elvtr. Co.

Bonilla, S. D., Oct. 24.—Wheat yielding 12 to 18 bus.; good quality. Barley 22 bus.; acreage small. Very few oats and little rye for market.—F. B. McKichin, agt. Silberz Bros. & Craig.

Vienna, S. D., Oct. 29.—Durum yielding 17 bus.; small acreage; velvet chaff 23 bus.; grading mostly No. 2; about 50% of crop already marketed.—J. E. Davidson, mgr. Farmers Elvtr. Co.

Erwin, S. D., Oct. 30.—Crop excellent; car shortage causing some trouble at present; practically all elevators full. About 60% of the crop marketed.—W. H. Haigh, agt. E. W. Ketcham.

Faultkton, S. D., Oct. 25.—Crops almost a total failure; wheat yield from 3 to 5 bus.; good quality. Flax not threshed yet; will probably average 5 bus.—Olaf Opsata, agt. Atlas Elvtr. Co.

Madison, S. D., Nov. 1.—Wheat yielding 10 to 15 bus.; mostly no grade. Barley 25 bus.; grading No. 4. About 50% of crop already marketed.—J. R. Griffin, mgr. Union Grain & Seed Co.

Beresford, S. D., Nov. 8.—Wheat yielding 18 bus.; good quality; average acreage. Movement light at present; farmers inclined to hold. Stocks in elvtrs. very light.—J. L. Reedy, Reedy Grain Co.

Parker, S. D., Nov. 7.—Barley 30 bus.; small acreage. Movement very light on account of corn husking; very little grain in elevators; farmers holding oats.—F. Meier, mgr. Farmers Elvtr. Co.

Armour, S. D., Nov. 5.—Wheat 15 to 20 bus.; good quality. Farmers storing very little in elvtrs.; selling all surplus; holding oats for higher prices.—G. Harter, mgr. Farmers Shpg. & Elvtr. Co.

Kaylor, S. D., Nov. 6.—Wheat 12 bus.; grading mostly No. 3. Oats 15 to 45 bus.; grading No. 3; corn 35 bus.; barley 20 bus.; small acreage; flax 12 bus.—A. G. Voll, mgr. Farmers Elvtr. Co.

Redfield, S. D., Oct. 24.—Wheat yield 15 bus.; grading mostly No. 1. Flax and barley acreage very small; will not be over four cars shipped.—F. S. Meyers, pres. and mgr. Redfield Farmers Elvtr. Co.

Beresford, S. D., Nov. 8.—Oats 50 bus.; grading standard. Corn 45 bus.; grading mostly No. 3. Farmers holding for higher prices; only 25% of oats marketed.—E. C. Morrell, mgr. Farmers Elvtr. Co.

Parkston, S. D., Nov. 6.—Corn good; yield about 40 bus.; fair quality. Oats 35 to 45 bus.; good quality. Not very much grain in elvtrs.; movement light on account of corn husking.—M. Friedrich & Co.

Parker, S. D., Nov. 7.—Corn will average 45 bus.; grading No. 3 yellow mostly; acreage 20% larger than last year. Oats 40 bus.; grading No. 3 white.—C. W. Thompson, pres. Thompson & Christopher & Co.

Armour, S. D., Nov. 5.—Wheat 20 to 30 bus.; grading No. 1 and 2; corn 40 bus.; quality at the present time No. 4; acreage 10% larger than last year.—James Carlson, sec'y and treas. Carlson Elvtr. Co.

Woonsocket, S. D., Nov. 2.—Flax 10 bus.; good quality. Oats 40 to 70 bus.; grading No. 3 and 4 white. Barley yield good; acreage small. Corn in good condition; acreage 10% larger than last year.—Mark Wertz.

Madison, S. D., Nov. 1.—Corn crop in fair condition; acreage 10 to 15% larger than last year; will probably average 30 bus. Flax 10 to 14 bus.; good quality; small acreage.—E. W. Ketcham, per B. E. Ketcham.

Erwin, S. D., Oct. 30.—Wheat yielding 22 bus.; good quality. Oats yielding 40 to 60 bus.; grading No. 3 and 4. Barley acreage cut down 75% this year; yield 30 to 40 bus.; fair quality.—H. G. Johnson, mgr. Farmers Elvtr. Co.

Delmont, S. D., Nov. 5.—Wheat yielding 15 bus.; grading No. 1 and 2; oats 35 bus. Corn crop will yield 35 to 50 bus.; some rotten. About 50% of wheat marketed; farmers holding for prices.—M. R. Hanson, mgr. Farmers Elvtr. Co.

Clark, S. D., Oct. 27.—All elvtrs. at this station are full and the elvtr. companies are unable to get cars. Nearly 45,000 bus. of grain are being held at the Farmers Elvtr. and farmers are forced to haul their grain home again.—L. A. K.

Armour, S. D., Nov. 5.—Flax yielding 8 to 12 bus.; acreage 50% less than last year; movement very light and will continue so account of corn husking. About 35% of the wheat still in farmers hands; holding for higher prices.—L. Booher.

Bryant, S. D., Oct. 30.—Wheat will average 18 bus.; grading No. 2 and 3 mostly. Barley yield 30 bus.; good quality and color. Oats 40 bus.; grading No. 3 and 4 white. Small acreage of flax; good quality.—H. C. Rice, mgr. Farmers Elvtr. Co.

Mt. Vernon, S. D., Nov. 3.—Crops good; all elvtrs. taxed to capacity. Wheat 15 to 20 bus.; flax 12 to 15 bus.; corn will make 50 bus. and be big crop; will be 30% soft corn on account of early frost.—H. E. Reed, agt. A. A. Truax Grain Co.

## TEXAS.

Groom, Tex., Nov. 5.—Our run on wheat was very satisfactory; growing crop up and looking fine; large crop sown; are now beginning on the crop which was cut short on account of early frost; damage to it in this section at least 30%.—R. D. Kitching, mgr. Farmers Grain & Elvtr. Co.

## WYOMING.

Egbert, Wyo.—Wyoming has bumper crop of wheat, rye, and barley; elvtrs. filled to capacity and cars cannot be obtained; many firms are piling and dumping on ground with sky for roof; threshing will continue all winter.—C. R. Buschow.

## GOVERNMENT CROP REPORT.

Washington, Nov. 8.—The crop reporting board of the U. S. Dept. of Agriculture reports this year's crop of corn to have broken all records with 3,169,000,000 bus., against the best previous record of 2,927,000,000 bus. for 1906.

Farm reserves of corn on Nov. 1 were 64,764,000 bus., against 123,824,000 a year ago; and the quality of the crop is 101.1%. The yield and production by states follow:

## CORN.

	Yield per acre.			Production.*	
	1912.	1911.	10-yr.	1912.	1911.
	bu.	bu.	bu.	bu.	bu.
Ill. ....	40.2	33.0	35.9	428,452	334,950
Iowa ....	43.0	31.0	32.7	432,021	305,350
Kan. ....	38.5	14.5	23.0	200,361	126,156
Mo. ....	32.0	26.0	30.7	248,904	192,400
Neb. ....	25.0	21.0	28.1	189,350	155,925
Texas ....	21.0	9.5	19.0	153,300	69,350
Okla. ....	18.7	6.5	23.0	101,878	36,888
Ind. ....	40.5	36.0	36.4	200,354	174,600
Ohio ....	42.8	38.6	36.8	175,266	150,540
Ga. ....	13.8	16.0	12.6	54,570	59,072
Ky. ....	30.4	26.0	28.1	109,440	93,600
Tenn. ....	26.0	26.8	24.9	86,632	91,120
Ala. ....	17.2	18.0	14.9	53,664	54,000
Miss. ....	18.3	19.0	17.0	56,840	54,150
N. C. ....	18.2	18.4	16.1	55,106	49,680
Ark. ....	20.4	20.8	20.5	52,163	49,712
S. D. ....	30.6	22.0	27.3	76,247	50,820
Minn. ....	27.5	33.7	30.1	84,275	74,140
Va. ....	24.5	24.0	23.8	47,525	47,520
S. C. ....	17.7	18.2	13.9	46,275	32,578
La. ....	18.6	18.5	18.6	34,815	33,300
Wis. ....	35.7	36.3	33.4	56,262	58,080
Mich. ....	34.6	33.0	32.2	56,121	55,770
Penn. ....	42.1	44.5	37.0	61,003	63,858
U. S. ....	29.3	23.9	26.7	3,169,137	2,531,488

\*Three 000 omitted.

**Buckwheat** is reported to have yielded 19,124,000 bus.; against 17,549,000 bus. a year ago; and the yield per acre to have been 22.9 bus., against 21.1 last year. The quality is 100.9; and the total crop is the largest since 1866.

**Flaxseed** is reported to have yielded 29,752,000 bus.; against 19,370,000 bus. last year; and the yield per acre to have been 9.9 bus., against 7 last year and a 10-year average of 8.8 bus. The yield per acre is the largest and the crop the biggest ever grown. Quality, 101.3%.

Weights per measured bushel are 58.3 for wheat against 57.8 last year; 32 for oats, against 31.1 last year, and 46.8 for barley, against 46 lbs. last year.

Figures on yield per acre and total crops of wheat, oats, barley and rye are unchanged from those reported a month ago.

The U. S. Dep't of Agriculture estimates 132 known uses for corn. Corn is used for everything from talcum powder to alcohol, and from gun cotton to corn-cob washboards.

The barley crop of Italy is estimated at 8,432,670 bus. this year, compared with 10,882,480 bus. in 1911. The acreage this year was 605,406, against 611,830 acres in 1911.



**Keep a-Pullin'.**

If the tide is running strong,  
Keep a-pullin'!  
If the wind is blowin' wrong,  
Keep a-pullin'!  
'Taint no use to cuss and swear—  
Wastes your breath to rip and tear,  
If it rains or if it's fair;  
Keep a-pullin'!

Fish don't bite just for the wishin',  
Keep a-pullin'!  
'Change your bait and keep on fishin',  
Keep a-pullin'!  
Luck ain't nailed to any spot,  
Men you envy, like as not,  
Envy you your job and lot!  
Keep a-pullin'!

Can't fetch business with a whine,  
Keep a-pullin'!  
Grin an' swear you're feelin' fine,  
Keep a-pullin'!  
Summin' up, my brother, you  
Hain't no other thing to do;  
Simply got to pull her through!  
So keep a-pullin'!

## Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

**LET HOT OATS ALONE.**

*Grain Dealers Journal:* It has been our experience that to move oats while they are in the sweat or heating is sure to make them musty and damaged, while if left alone they will generally come out sweet. We consider it very poor business to move them while in the sweat or heating.—V. P. Turner, pres., Turner-Hudnut Co., Pekin, Ill.

**HOT OATS DISCOLORED BY MOVING.**

*Grain Dealers Journal:* My experience of 34 years in the grain trade has shown that it is best not to move oats when in a heating condition. I do not mean to say that in all cases, where oats are put in the bins at harvest time and allowed to sweat, they will come out of it nice and bright. It depends largely upon the condition of the oats when put in the bin. If real damp or wet and full of weed seeds and dirt, the oats put away in this condition will usually come out mow-burnt and musty as the heat will have been extreme. If the oats are moved and blown when in a heating condition, they will discolor. Furthermore, one can not tell when to stop running them, for they are bound to go thru the sweating process when you do stop running them.

My experience leads me to clean the oats before putting them in the bins, not so much to dry them as to clean out the dirt. In nine times out of ten, the oats will come out nice and bright. They will get hot and sometimes grow on the top of the bins. They may look bad and it is difficult for one who does not know the symptoms, to leave them alone. We are now moving some of our oats and have found one bin musty and mow-burnt. The other two bins will grade No. 3 in any market.

I think there will be more mow burnt and musty oats this year than for several years past on account of the heavy rainfall and the fact that with heavy receipts, the elevators could not afford the time to clean the oats. Much of the crop was put into bins uncleaned. Nevertheless,

I still hold to the idea of not moving oats when hot, as they will surely discolor. If left to sweat, the oats will generally come out in good condition. One saves time and labor and the oats are the better for it. Others may not agree with me. However we practice what we preach.—J. E. Wells, pres. Quincy Grain Co., Quincy, O.

**A BIGGER CAR.**

*Grain Dealers Journal:* We received a car of oats from Lavinia, Ind., Oct. 24, which beats the car reported in this column Oct. 25 by the Cayuga Mfg. Co. The car was O. W. R. N. 14105 and was weighed at the Grand Trunk Western Elevator, showing a net weight of 103,090 lbs., equivalent to 3,221.18 bushels.—Lamson Bros. & Co., Chicago.

**MOVE HOT OATS QUICK.**

*Grain Dealers Journal:* We have had some experience with hot oats and we have found that the only thing to do is to get cars as quickly as possible and get the grain to a drier before it gets discolored or musty. Oats will burn out if left alone. White oats will become discolored and musty. I have found that the discount under the No. 3 white price will just about equal the drying charges. The shrinkage will be about the same if the oats burn out. My advice to people having hot oats in their houses is to "take their medicine" and get their oats out just as soon as possible.—Morrisson & Thompson Co., per T. A. Morrisson, Kokomo, Ind.

**NOT MEMBERS OF MERCHANTS' EXCHANGE.**

*Grain Dealers Journal:* No sirs, the Merchants Hay Corporation of this city is NOT a member of the Memphis Merchants Exchange.

I enclose to you herewith a circular issued by the Merchants Hay Corporation under date of October 12th, 1912, which was handed to me a few days ago by one of our members.—Very truly yours, N. S. Graves, Sec. Merchant's Exchange, Memphis, Tenn.

**PURE GALL.**

Memphis, Tenn., 10-12-12.

Gentlemen:

SHIP YOUR HAY TO RELIABLE FIRMS AND AVOID UNSCRUPULOUS DEALERS.

Read with interest the following editorial taken from the September 25th issue of the Grain Dealers Journal:

"SHIPPERs to the Memphis market should not overlook the communication of the Secretary of the Merchants' Exchange in our Tennessee news column. The trade of that city has long suffered from irresponsible fly-by-nights who insist on fleecing every shipper they can obtain business from. The members of the Merchants' Exchange of that city have invariably given shippers a square deal and it seems utter folly for any shipper to attempt to do business in that market without confining his business strictly to members of the organized exchange."

The following is an extract, on page 469 of the Grain Dealers Journal of the above given date, from the Secretary of the Merchants' Exchange:

"Certain hay receivers of this city not members of the Merchants' Exchange, when soliciting consignments, quote prices not justified by market conditions. Any consignments made in response to such quotations can only result in disappointment to shippers."

Do not confound us with any limited uncapitalized commission houses doing business in this city, as our past record is open to investigation and we court any inquiry that you may make regarding our financial responsibility.

We are in the market for fifty to seventy-five cars of Choice and No. 1 Alfalfa Hay, and on basis of today's market, we bid you the following prices, F. O. B. the cars Memphis, for ten to fifteen days shipment:

Choice Pea Green Alfalfa Hay...\$18 per ton  
No. 1 Alfalfa Hay .....\$17 per ton  
No. 2 Alfalfa Hay .....\$15 per ton

We will pay your drafts with B/L attached on arrival and examination of goods for 85% invoice, and will guarantee to remit promptly whatever balance there may be due you as soon as the cars have been unloaded.

Please wire us on receipt of this letter what you have to offer and what shipment you can make.

Very truly yours,  
MERCHANTS HAY CORPORATION.  
R: C

According to E. A. Ryerson he is the manager of the Merchants' Hay Corporation. He was also manager of the Ryerson Grain Co., which recently quit business owing a number of shippers. Recently we have received complaints from shippers who were unable to get the balance due them from the Ryerson Grain Co. One of these follows:

**"CAN'T GET A CENT FROM RYERSON."**

*Grain Dealers Journal:* The Ryerson Grain Co. of Memphis, Tenn., owes me something like \$1,000.00 and I can't get a cent of my money. The only thing that I can get is this. They write me that the Ryerson Grain Co. has quit business, signed up by E. A. Ryerson.—Very truly yours, J. H. Pruitt, Lindsay, Okla.

Neither the Merchants' Hay Corporation, the Ryerson Grain Co., or E. A. Ryerson has ever had membership in the Memphis Merchants Exchange and because of this the advertising columns of the Journal have been closed to Mr. Ryerson and his companies.

Anyone, even if denied space in self-respecting journals, can issue a circular, but the letter of the Merchants' Hay Corporation reproduced in the foregoing is enough to arouse the suspicions of keen minded shippers. Shippers who confine their dealings in organized markets to members of the grain exchanges do a much safer business.

The National Corn Exposition will be held at Columbia, S. C., next February.

The National Federation of Retail Merchants will hold its annual convention at St. Louis, Mo., Nov. 19-21. Many interesting addresses will be given.

Minneapolis has received 2,269,150 bus. of rye since Sept. 1, which with the rye received this month will break all previous records at Minneapolis. In the crop year 1909 all previous records were broken for rye receipts, when 2,400,000 bus. were received.

The per cent of acreage of clover seed harvested in Michigan during the past season compared with the previous year is 86 in the state, 87 in the southern counties, 78 in the central counties, 93 in the northern counties and 97 in the upper peninsula. The average yield per acre in bushels is 1.38 in the state, 1.12 in the southern counties, 1.48 in the central counties, 2.34 in the northern counties and 3.25 in the upper peninsula.—F. C. Martindale, sec'y of state.

The year for which Clay Johnson was employed as official scale inspector of the Illinois Grain Dealers Ass'n having expired, a meeting of the Scale Com'te of the ass'n was held Oct. 19 at Decatur. Mr. Johnson read his annual report showing 483 scales tested, repaired or adjusted and put in perfect working order. As the report shows that the work is steadily increasing and that it is too heavy for one man to handle, the president and secretary were given authority by the com'te to employ another expert. Members of the com'te present were W. N. Close, chairman, John Wiemer and R. K. Byerly. Pres. Lee G. Metcalf, Sec'y S. W. Strong and Inspector Johnson were also present.



# TRI-STATE GRAIN DEALERS

## MEET AT LIMA

Attended by close to 100 dealers, the Tri-State Grain Producers and Dealers Ass'n, embracing N. W. Ohio, N. E. Indiana and S. E. Michigan, held an open grain trade conference at Lima, O., Nov. 8. A feature of the meeting was the recommendation of A. P. Sandles, sec'y of the Ohio State Dep't of Agriculture, for the position to be vacated by "Tama Jim" Wilson as Sec'y of the U. S. Dep't of Agriculture. A resolution was also adopted calling for the buying of all grain on a cleaned basis.

In the evening a banquet was given at the Elk's Club by the Lima dealers, including T. P. Riddle, sec'y of the Ass'n.

The convention was called to order at 11:30 a. m. by Pres. S. L. Rice and several announcements made, after which an adjournment was taken until 1 o'clock.

President S. L. Rice of Metamora was introduced to the convention at the opening of the afternoon session by W. T. Dolby of Delphos, ex-president of the Ass'n. Mr. Rice was elected president at the recent Toledo meeting.

"WHY ALL GRAIN Shud be Bot on a Cleaned Basis" was the first subject taken up for discussion.

E. G. Odenweller: "I heartily favor the idea of buying grain on a cleaned basis. We buy all of our grain only after we have cleaned out the dirt. We dump the dirt on the floor and let the farmer see it. He shud not object to taking his dirt back and we have had no difficulty in buying grain. We recently took in 30,000 bus. and after cleaning, it was 8,000 lbs. short. We find our cleaner pays for itself frequently."

T. P. Riddle: "I wish to announce that the Delphos local has already agreed to buy grain on a cleaned basis."

S. A. Pool: "I think every elevator shud be equipped to clean the farmers' grain."

S. L. Rice: "It must also be taken into consideration that it is the dirt in grain that causes it to heat."

J. W. Shultz: "The time is coming when we will all have to put in cleaners."

A poll of those present showed that seven dealers bot wheat on a clean basis. Mr. Odenweller was the only member of the Ass'n who bot all grain on such a basis.

W. E. Gest: "The farmers must be educated to selling their grain on a cleaned basis. I never had any trouble at Cincinnati, but it is different at Defiance. The thresher will not screen the farmers' grain unless he is told to and many farmers will never make such a request. They haul in dirty grain and expect to get the price of grain for the dirt. I have found, however, that a farmer prefers to have his grain graded, rather than accept a cut in price."

A voice: "Why not dock the farmer for dirt?"

T. P. Riddle: "Don't you think such a system is only guess work? The only way to tell the amount of dirt in the grain is to clean it."

W. E. Gest: "I move the adoption of a resolution stating that it be the sense of this meeting that all grain shud be bot on a cleaned basis." Carried.

### GRAIN SHUD BE BOT ON ITS GRADE MERITS.

John A. Wright: "I consider this subject and the preceding one, handmaidens. Let the farmers grade their own grain and have satisfied customers. I keep samples of the different grades in my office, and the farmers can tell in a minute what their grain grades. Good and bad grain is a matter of opinion and I have found that official samples of the several grades have helped me over many a hard place with a customer. I have had many kind expressions from their use. Further, they are a constant encouragement to better farming." (Applause.)

T. P. Riddle: "I advise you all to get a box with several compartments for holding different grades of grain. Cigar boxes will do." (He exhibited a rectangular galvanized iron box with six compartments, which he had made for the purpose.) "I believe Mr. Hammon was the first dealer in this Ass'n to use samples in buying on grade."

L. F. Hammon: "I was the first dealer to buy grain according to grade and use samples of the different grades. I have found it has worked out nicely and makes satisfied customers."

John Nutter: "I don't have to use samples. I take a look at the farmer's load, offer him a price and if he doesn't like it, I tell him to travel. Using samples takes too much time." (Laughter.)

John A. Wright: "I think it wud also be a good idea to place on exhibition the best grain that comes in from the farmers. Label it and let your customers see what their neighbors are raising."

A voice: "Instead of official samples of grades, why not use farmers' samples?"

### GETTING CARS.

The matter of getting one's share of cars was discussed briefly by J. W. McCord, sec'y of the Ohio Grain Dealers Ass'n.

J. W. McCord: "There is a great scarcity of cars and I see no relief for 60 or 90 days. The equipment of the roads is not adequate to handle the big crop this year. There is a question if the roads can afford to keep sufficient cars for the rush season. However, the shortage may be a good thing after all, for the shipment of grain will be distributed thru the season and will not be dumped into the terminal markets within 60 days. I realize the trouble you are experiencing and the inconvenience lack of cars is causing. Do not attempt to buy cars, whatever you do. I consider such a prac-

tice very reprehensible. The Interstate Commerce Commission is looking into the matter, and I look for relief eventually. There is no question that cars shud move faster than 25 miles a day. They shud move 50 to 60 miles daily. The difficulty lies in the fact that the railroads have not the motive power to move cars at that rate. I think that perhaps the railroads shud be given the slight increase in freight rates they are asking. Operative expenses have increased greatly in late years and I am inclined to think an increase in freight rates is the solution of our present difficulty in getting cars. I wud advise all of you to place orders for cars in writing."

T. P. Riddle: "I have been informed that the Wabash recently sent out an order to its agents to rush all empties to the western division. Such a course on the part of the Wabash is discriminatory and the Interstate Commerce Commission shud hear of it."

John A. Wright: "The agent at Liberty Center got such an order shortly after I had succeeded in getting one car partly loaded and three others spotted. I was told I cud finish loading the one I had started on, but wud have to give up the other three. I immediately had my men dump a sack of grain in each of the three cars. I winked at the agent and told him all cars were partly loaded. And I kept them." (Laughter.)

J. W. McCord: "I urge all of you, who know where agents have been ordered to send cars to a certain division, to file complaints with the Railroad Commission at once."

J. W. Shultz: "Something is wrong with this car situation. Scoopers can get cars when regular dealers can not. Coming to Lima, this morning, I saw 40 empties on a side track of the B. T. & I. What were they doing there?"

John A. Wright: "Do big shippers receive a preference over small ones in the matter of cars?"

J. W. McCord: "Regular dealers should have the preference, I think. The law in Ohio states that cars shall be supplied according to immediate requirements. It has never been tested and may be obsolete so far as I know. There is another phase of the car subject which I wud like to bring before you at this time and that is the rule of the official classification com'te which fixed the minimum for a car load of wheat at 60, corn 56, and oats 40,000 lbs." Mr. McCord here read the resolution adopted at the Columbus meeting of the Ohio Grain Dealers Ass'n, Oct. 25, relating to the subject of minimum weights. The resolution was carried unanimously.

J. W. McCord: "These rules are most obnoxious and are causing delays, while country shippers wait for the car of capacity ordered. I believe the Interstate Commerce Commission thot the rule was a step toward solving the car shortage



Grain Dealers at Lima, O., Nov. 8.



problem, but the results have been far from it."

#### MOISTURE TESTERS.

The question of economy for a country elevator operator to use a moisture tester was brot up for discussion. Added interest was given the subject, as all of the dealers present had guessed at the moisture content of five samples of corn, graded one, two, three, four and five, respectively. The winner in the contest was to be given a Brown-Duvel moisture tester, the same apparatus that was to determine the actual moisture content of the several grades of corn. S. L. Rice, Metamora, pres. of the Ass'n, made the nearest guess to the moisture content of the five samples of corn. His estimates on the five samples were 18, 19, 20, 22 and 24, respectively. A wide difference in the estimates was recorded. The high and low figures are given herewith:

	(1)	(2)	(3)	(4)	(5)
High ....	23.2	24.0	26.0	34.0	34.6
Low ....	14.8	15.0	18.0	21.0	22.0
Range ...	8.4	9.0	8.0	13.0	12.6

The correct test for the five samples was: 19.2, 20.0, 19.5, 22.8 and 23.2, respectively.

C. T. Pierce: "I am not interested in the manufacture of moisture testers, altho I am enthusiastic over them. They have been proven practical. By selling corn on test, the price of the tester can be saved many times. I know that we made a profit out of the bad corn crop last year. If I might be allowed to digress, I wud advise all members of this Ass'n to employ an attorney to apply for cars. I have tried it and secured quick action on the part of the railroad. The very hiring of a lawyer shows you mean business."

T. P. Riddle: "Wudn't it pay to make a moisture test in the presence of farmer customers?"

C. T. Pierce: "I have done so and it pays well."

**HOW TO DOUBLE THE PROFITS** of a country grain elevator without increasing the working margins was discussed by George Howe of Wauseon.

George Howe: "Stick to a uniform price and get your margin of profit. Get over the idea of trying to beat your neighbor."

T. P. Riddle: "Profits can be doubled when the farmers are taught to farm scientifically. The farmers' crops can be doubled and it is your duty to help them gain the necessary knowledge."

#### SIDE LINES.

C. S. Behymer: "The fact that elevator men do carrv side lines induces many to go into the grain business who have no business in it. Side lines are a source of increased expense, increased friction between the grain dealer and the merchants in the town and encourages scoop shoveling. Side lines bring a credit business which is not desirable. We had \$10,000 on our books last year and let me tell you it is easier to get money on your books than it is to get it off."

Several dealers were asked by Sec'y Riddle the margin of profit necessary on flour and coal. H. G. Pollock of Middlepoint said he had to get 60 to 80 cents on a barrel of flour and \$1 a ton on coal.

S. A. Renollet of Cecil explained where the country elevator operator was justified in carrying side lines. He said that he and his partner, John Nutter, owned Cecil; that they owned the elevator, the blacksmith shop, the general store and he, personally, was the railroad agent.

They had no competition, he said, and were forced to carry side lines in order to get the farmers to come and sell their grain.

**THE CAUSE OF FARMERS CO-OPERATIVE ELEVATORS** was discussed by Mr. Wright of Liberty Center and H. A. Parrott of Monticello. They said the cause of farmers elevators was the fact that a square deal had not been accorded the farmers by the line companies. Mr. Parrott referred to the Toledo Grain & Mfg. Co., which operated the elevator taken over by Parrott & Clay. He said the day after the new firm had taken possession, wheat quotations were increased seven cents. A car was subsequently sold, netting them a profit of \$90. The ignorance of inside facts in the grain business was the big reason for farmers engaging in the grain business.

The need of the middleman was presented by Earl Bear. He pointed out that the elevator owners were entirely occupied with the buying end of the grain business and cud not attend to the selling end of it. He pointed out the advantages of the grain exchanges to the dealers present and their necessity. The middleman operates on less margin than he does in any other business, Mr. Bear said in conclusion.

The regular session closed after Col. E. L. Southworth had addressed the convention briefly on the subject of "Hedging."

#### THE BANQUET.

Following an excellent dinner, an informal program of toasts was given. Sec'y Riddle acted as toastmaster. Music was furnished at intervals by Miss Marguerite Zender of Lima and J. W. Beall, political writer for the Lima Daily News. Mr. Beall proved himself an expert at leading "congregational singing." His real triumph was the rendition of the "Lima Bean" song.

Walter B. Richie of Lima responded to the toast "The Other Fellow." The idea of blaming it on the other fellow started with Adam, according to Mr. Richie. The first man shifted the responsibility for the apple eating episode. That the world wud not have progressed had not Adam eaten of the fruit which the woman gave him, was the contention of Mr. Richie. His address was full of brilliant wit and satire. In conclusion, he urged that men trust one another more completely.

John A. Wright of Liberty Center created considerable merriment by the reading of a "fake" sale bill. At its close wild cheers greeted his resolution that A. P. Sandles, for five years sec'y of the

Ohio state Dept. of Agriculture, be recommended for Secretary of the U. S. Dept. of Agriculture. A resolution to that effect was carried enthusiastically.

"Lima, the Grain Center," was the subject of the toast of A. T. Ward, pres. of the Ward Grain Co. From it we take the following:

#### SHIPPING TO THE INTERIOR; OUR ASS'N.

Before coming to Lima a year ago I had for some time been looking around for a desirable location. In my travels over the country calling on the country shipper as well as the interior buyer, I had come to the conclusion that both were "getting their eyes open" and that the desire to get into closer relationship with each other was rapidly growing. I found many of the larger buyers and distributors in the east, who formerly bot all, or nearly all, of their grain in the central markets, were going directly to the interior for a large proportion of their supplies.

Shortly before I left Buffalo last fall one of the largest dealers there made the statement that he believed within 15 years Buffalo would receive practically no grain but that which came down by boat or was shipped from central markets like Chicago or Peoria, except during the rush movement of a crop when the interior could not absorb all the offerings.

Why should not the country shipper, who is properly equipped to weigh and clean his grain, send it direct to interior points? Why the necessity of putting it through the terminal markets? I am speaking now of your good grain. Off grades can, of course, be handled better through large terminal elevators where the grain can be dried, cooled and mixed and placed on the market in a merchantable condition. For this purpose elevators will be maintained in central markets, but recent circulars issued by dealers in Buffalo indicate that grain may be forwarded through that market without being transferred, which is an acknowledgment that transfer is not a necessity.

Country elevators in general, and, in Northwestern Ohio in particular, are being better equipped with adequate weighing facilities, cleaners, etc., and as the practice of buying by grade increases, the necessity for the terminal house will be lessened.

I do not wish to be misunderstood in this matter—I am not knocking the terminal markets but think I can see the handwriting on the wall. Grain will be handled on a closer margin by the country shipper in the future and as an offset to this, he will handle it more intelligently; use greater care in preparing it for market and thus be able to sell it to better advantage.

The buying of all grain of all grades at the same price—the "slip-shod" method of putting it on the market without cleaning (if it needs cleaning), guessing at the weights and the "trust in the Lord for a profit system" which has so often been used will soon have been done away with.

**BUT I DIGRESS,** Lima the grain center! It is not a grain center in the sense that Chicago, Buffalo, Peoria, or Indianapolis are grain centers, for but little grain comes to Lima, but it is a grain center in the sense that it is in the center of a large and prosperous grain growing section and the headquarters of the largest and most active Association of live, up to the minute, grain dealers of which I have any knowledge.



Grain Dealers at Lima, O., Nov. 8.



The members of this Association get together in their meetings, get more bile out of their system, work off more grouches, and go home feeling better over it than any bunch of men I have ever known. The interest manifested in these meetings and the enthusiasm shown by the members of this Association is responsible for the fact that we have so many representatives of the terminal markets at our meetings.

There are some rough places which have to be smoothed down and many differences of opinion expressed from time to time but in the main I believe they are pretty well satisfied with the results obtained.

S. B. Douglass entertained those present with an imitation trombone solo. After an enthusiastic encore, he gave an excellent rendition of a circus callopie.

At this point in the program, many of the dealers were forced to leave in order to make trains. D. W. McMillen of Van Wert on behalf of the country dealers expressed their appreciation of the hospitality extended to them and a vote of thanks was unanimously carried.

Others who spoke during the evening were: D. W. Galehouse, sec'y and mgr. of the Ohio Corn Improvement Ass'n and in charge of the experiment station at Wooster; Col. E. L. Southworth, E. E. McConnell, J. W. McCord, William Gest and C. O. Garver.

## Convention Notes.

Rinehart Smith was there.

S. L. Rice took the moisture tester home with him.

James G. McKillen represented Dudley M. Irwin of Buffalo.

H. E. Elgert represented J. A. Manger & Co., Baltimore, Md.

C. G. Milburn represented the Standard Scale & Supply Co.

F. Hoffman found several prospective buyers of automatic scales.

According to the best reports obtainable, John A. Wright of Liberty Center is a democrat.

Certain Ohio grain dealers wudn't gamble on a bet but they did take a chance on the moisture tester.

C. O. Garver, inspector for the Ohio Grain Dealers Mutual Fire Insurance Ass'n, and the Grain Dealers National Mutual Fire Insurance Co., made a speech at the banquet. It wasn't a bad speech.

S. A. Renollet and John Nutter, who, conservatively speaking own everything connected with Cecil, except the railroad, and Renollet is the station agent, are thinking of establishing a bank. Renollet is mayor and president of the board of education, telephone operator, station agent and part owner of the grain elevator, which carries side lines of feed, flour, coal, groceries, dry goods, a blacksmith shop and other articles too numerous to mention. John Nutter has to content himself with being chief of police, the fire department and holder of any other odd jobs that lie around loose. Of course he is a partner of Renollet.

Among those present were: E. L. Southworth, Toledo; John A. Wright, Liberty Center; B. L. Ireton, Van Wert; A. C. Brown, St. Paris; W. G. Poast, Columbus Grove; John Eikenbary, Grover Hill; J. B. Seymour, Kenton; C. T. Pierce, Van Wert; E. G. Odenweller, Ottoville; A. J. Odenweller, Kalida; J. W. Shultz, Lake View; D. W. Jay, St. Marys; L. F. Hammon, Florida; Chas. B. Krohn, Grelton; Gerald Stewart, Hamler; B. B. Bristol, Wharton; C. W. Mogg, Ney; H. G. Pollock, Middlepoint; S. A. Renollet, Cecil; A. F. Rust, Haviland; B. F. Camp, Bowling Green; C. S. Young, Bowling Green; George Howe, Wauseon; J. F. Disher, Mendon; Charles

H. Shuler, McComb; Sam A. Pool, Haviland; D. W. Galehouse, Wooster (Experiment Sta.); E. C. Brown, scale inspector for the Ass'n; C. S. Behymer, Rockford; John Nutter, Cecil; W. H. Slaybaugh, Luckey; W. T. Dolby, Delphos; Clyde Ritchie, Van Wert; J. D. Spangler, Defiance; Rhinehart Smith, Sidney; Harry Botzum, Delphos; L. C. Allinger, Delphos; J. C. Johnston, Lewistown; J. C. Wagener, Sidney; F. M. Sayre, Sidney; O. E. Richardson, Celina; A. L. Garman, Delphos; Geo. H. Dawson, Bryan; H. A. Parrott, Monticello; J. J. Thieroff, Sherwood; Earl C. Bear, Hicksville; F. J. Rinehart, Uniopolis; Jacob Haus, Wapakoneta; C. A. Kolter, Spencerville; H. O. Barrett, Delphos; D. W. McMillen, Van Wert; E. T. Custerbender, Sidney; W. E. Gest, Defiance; J. W. McCord (sec'y Ohio Grain Dealers Ass'n); V. T. Scott, Middlepoint, and B. D. Heck of the Philip Smith Mfg. Co., Sidney.

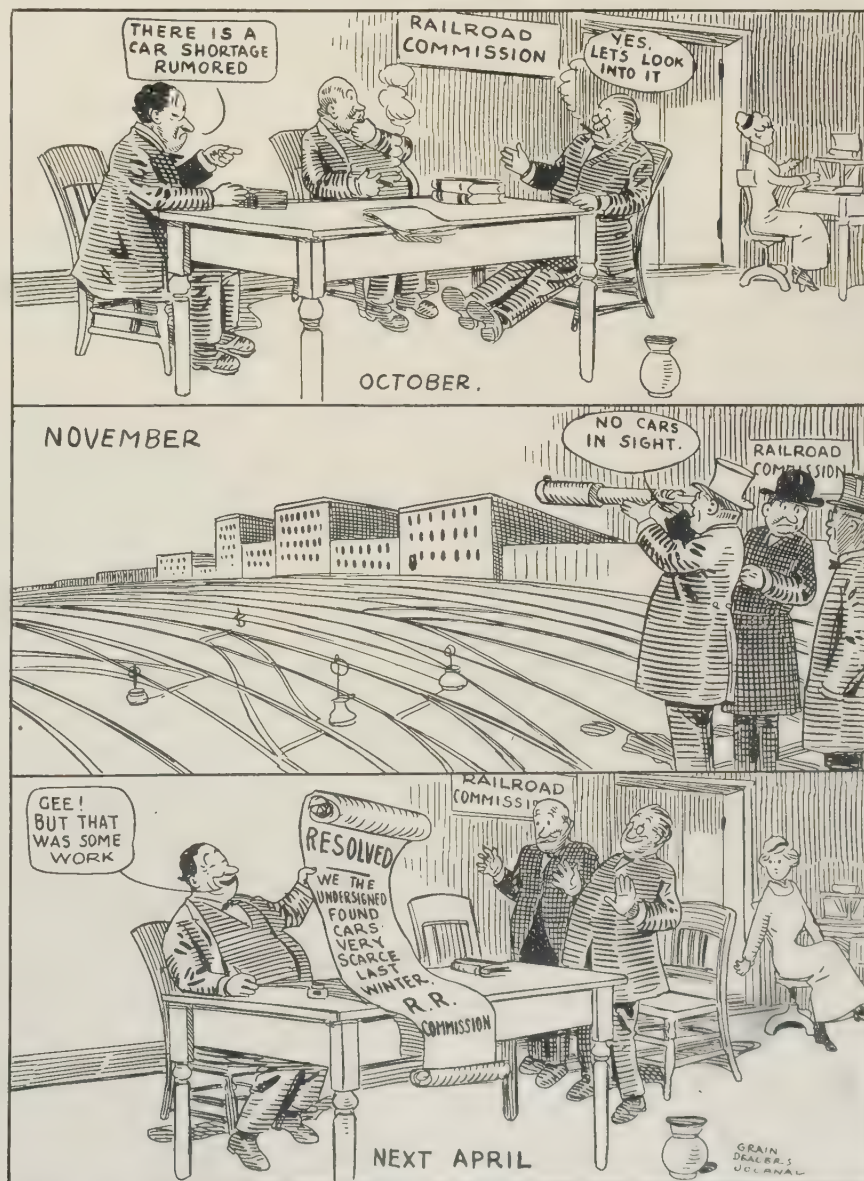
I have always taken the Grain Dealers Journal and paid for it myself. I think it is a paper that no grain dealer can or shud get along without, if he wants to keep up with the times.—C. J. Petersen, Tekamah, Neb.

The government has purchased a carload of North Dakota flax straw near Dickinson and will make tests at Cumberland Mills, Maine, to determine its qualities for the manufacture of paper.

John Etiman, Mapleton, N. D., claims to be the oldest grower of beans in the state. He has been growing the crop for the past eighteen years. Bean raising is a profitable crop in North Dakota, under proper conditions, he says. The crop shud be raised in connection with sheep so that the sheep may eat the greens.

The Crites Broom Co., manufacturer of brooms, has opened a buying and storage department adjacent to its factory at Oklahoma City, Okla., and will furnish a market for the producers of broom corn in that locality, as a result of the efforts of the Chamber of Commerce to establish a broom corn exchange.

Crop conditions in England are poor on account of the extreme wet weather during August. All cereals have suffered and there is one lament from Cornwall to Durham and from Lancashire to Kent over flooded low lands, spoiled hay, inundated pastures, sprouted corn, podless beans and unwholesome pastures, says the London Times.



The Railroad Commission's Bluff.



## WIDER MARGINS; RESULTS of Crop Improvement Work.

BY E. C. EIKENBERRY, CAMDEN, O.

Since our spring meeting the Grain Dealers of Ohio have labored with a crop of small grains high in quantity but low in quality. It is not necessary to recite conditions that resulted in the large percentage of low grades of both wheat and oats, neither is it necessary to open any old wounds or renew any unpleasant recollections by a reference to the crimp put in the bank accounts of many of our members by their failure to handle this off-grade grain judiciously.

**WIDER MARGINS NECESSARY:** One thing must be learned by every dealer in grain, and that is, that a wider margin between price into the country elevator and price out of the country elevator must be secured when handling low grade grain than when handling grain of good quality. This is plainly necessary to cover increased cost of grading into elevator and conditioning contingencies of grading and greater risk of grain arriving at destination out of condition, as well as natural shrinkage which is always high on this class of grain.

**HOT OATS** in Baltimore or New York, and weevil wheat in Toledo or Cincinnati are mighty effective agencies in removing any symptoms of congestion in the region of the pocketbook. Low grades of grain should always be bot "safe." The buyer of every commodity with a fixed market value determines the margin that is safe, and why the buyer of grain, a commodity that is bot and sold on a narrower margin of profit than almost any other commodity should so frequently allow this margin to be dissipated by injudicious buying or careless and unscientific operation, can only be explained by the exceptional circumstances surrounding the business. It is safe to say that more men in the business of dealing in grain are content wilfully to do business without a profit than are to be found in any other line of business.

**THE PRODUCER** of grain is entitled to a just and equitable price for his product based on its actual grades, but the individual who provides the facilities for receiving and handling the grain, who provides the capital for payment on delivery and assumes risks of storage and transportation is entitled to a fair remuneration and the dignity and desirability of his business depends on his demanding and securing such remuneration.

**THE AVERAGE COUNTRY ELEVATOR OPERATOR**, and the speaker is one of them, is slowly and painfully securing an education along this line through the medium of unremunerative toil and the assumption of risks that do not afford a chance of gain in proportion to the risk assumed. The judicious buyer of grain is not extortionate; he must know and appreciate the natural hazards of the business, must set a fair value on his investment and on his worth as a commercial factor in his community and then confidently demand his just share of the increment of that community.

**NO ASSOCIATION**, no efforts of an organization, will ever put the grain business on a high plane in this state until reckless competition and overbidding are eliminated and the commercially insane desire to handle this grain or that at a price that leaves little or no chance for

profit is banished. There is no earthly reason why a grain dealer should feel himself bound to bring certain grain to his station or his town, when the price he must pay to accomplish this piece of commercial stupidity is exorbitant and when the benefit to other lines of business in his town is a doubtful factor. This is plain talk, but we are all guilty and even tho loath to confess, our financial statement at the end of the year throws the hard facts in our faces.

It is to be hoped that the corn crop will be handled on a safer, more scientific basis than ever before, and that the primary merchant will endeavor to govern himself more closely by the requirement of grading in the central markets.

**INTEREST IN BETTER AGRICULTURE:** As grain dealers we have been doing our full share in aiding better farming conditions and bearing our quota of expense in time and money in pushing various crop improvement campaigns. Time enough has elapsed since the inauguration of the crop improvement movement that some tangible benefit should have accrued. Are we securing the share of the increase to which our past effort and expense should entitle us? Every man who benefits his community should expect a commensurate reward. Are we content to pose in a doubtful manner as philanthropists, or are we securing this reward in more and better grain with a corresponding increase in personal revenue?

This view may seem sordid and selfish, but it is sound commercially, for it is not by the bread of philanthropy alone that we can live. Let us strip ourselves of any false modesty on this matter, confess that we want to see the farmer learn better how to farm that he may produce more grain and better grain with the very good and sufficient reason that we expect as grain dealers to increase the volume of our business. We flatter ourselves that we are long-headed enough to see that our prosperity must follow closely on that of the farmer. Are we achieving results in this line of endeavor, and is it not a fact that efforts by different agencies along crop improvement lines lack co-ordination with a consequent confusion of effort and minimum of result at maximum of expense? These are questions that will some day be seeking an answer at the hands of this and similar Associations.

The first broom, made from broom corn, was manufactured by Levi Dickinson, of Hadley, Conn., in 1786. The first crop of broom corn was grown in his garden. He contrived a method of scraping the seed from the brush with a knife and afterward with the edge of a hoe. Sitting in a chair with twine in a roll under his feet, he wound it around the brush in his lap and thus made brooms. He made his own handles and spun the twine from his own flax.

The Manchester Ship Canal Co., Manchester, Eng., has placed a contract with Henry Simon & Son, Manchester, for the construction of a 1,500,000-bu. reinforced concrete elevator on the American system. The elevator was designed by the John S. Metcalf Co., Ltd., which is acting in the capacity of consulting engineers for the Manchester Ship Canal Co., on the work. The structure will be of reinforced concrete thruout, with a large capacity for receiving grain in bulk, storing, sacking, and for shipping in sacks and in bulk. The approximate total cost will be \$900,000.

## Attachment of Shipment Covered by Bank's B/L.

In the suit by the Buckeye Nat'l Bank of Findlay, O., against Huff & Cook, of Roanoke, Va., the Supreme Court of Appeals of Virginia, on Sept. 9, 1912, decided that when a B/L is transferred to a bank and the bank discounts the draft attached to the B/L, the bank becomes the owner of the goods covered by the B/L until the draft is paid, and this is true altho the transaction be not to give the permanent ownership, but to furnish security for advances of money or discounted commercial paper upon faith of it. Therefore, if the goods covered by the B/L are attached to satisfy a judgment owed by the shipper of the goods, the bank has recourse for damages amounting to the value of the goods converted.

In the lower court the bank obtained a judgment amounting to \$185.96 with interest and \$1 a day for demurrage charges. The bank had sued for \$1,000. An appeal was taken by the bank with the result that the decision of the lower court was reversed and a new trial ordered.

W. E. Loomis and T. C. Linger were partners at Wellsboro, Ind., under the name of Ohio Hay & Grain Co. T. C. Linger and his father, P. F. Linger, engaged in the same business at Findlay, O., doing business under the name, Ohio Hay & Grain Co.

The Wellsboro firm shipped for the account of the Findlay firm a car load of oats to Gambill & Davis of Roanoke, Va., to whom the oats had been sold by a broker at Roanoke. The car contained 675½ bus. of oats and the Wellsboro firm attached a B/L to the draft on the Findlay firm for the purchase price of the oats. The draft was taken up by the drawees at Findlay and a new draft for \$820.75 was drawn by that firm on Gambill & Davis, to which was attached the original B/L.

The new draft with B/L attached was presented by the Findlay firm to the Buckeye National Bank of Findlay, and upon the B/L being assigned by the Findlay firm to the bank, the amount of the draft was placed in full to the credit of the firm and later checked against by the Findlay firm. The bank sent the draft on for collection and the Findlay firm advised the agent of the Norfolk & Western Railroad Co. at Roanoke of the shipment of the oats and requested delivery to Gambill & Davis upon presentation of a B/L. The agent of the Norfolk & Western followed directions and placed the car on the delivery tracks of Gambill & Davis.

Huff & Cook of Roanoke, claiming that the Findlay firm owed them \$75, sued for an attachment before a justice of the peace, and levied upon the car of oats. Huff & Cook soon afterward obtained a judgment for \$75 against the Ohio Hay & Grain Co., of Findlay, O. The court directed the constable to proceed to sell so much of the car load of oats in the hands of the Norfolk & Western as would be sufficient to satisfy the debt of Huff & Cook, with interest thereon, the costs of the attachment proceedings, the costs of keeping the property and the costs of sale. The constable sold 480½ bus. of the oats at 50 cents per bushel, amounting to \$240.25 and the proceeds of the sale were disbursed by the payment to Huff & Cook of \$91.20, that being the amount of the alleged debt, interest and costs; to the Norfolk & Western \$133.29 for



freight and demurrage on the car and by the payment of \$15.72, the amount of court costs and constable fees.

The Norfolk & Western, desiring to use the car, stored the grain in the warehouse of Huff & Cook, taking the usual bond in such cases and subsequently gave an order on Huff & Cook for the oats, and they were sold at public auction.

The Buckeye National Bank of Findlay soon after brought suit against Huff & Cook, asserting that the bank owned the grain that had been converted by them to settle a debt owed by the Ohio Hay & Grain Co. of Findlay, O.

The bank claimed Huff & Cook wrongfully converted the entire car load of oats to their use and took it from the control and possession of the bank and by reason of this action became liable for the value of the entire car, or for at least the amount of the draft.

The defendants while conceding that the bank had legal title in the draft and in the car of oats, contended that they were liable only for the value of the oats actually sold in the attachment proceedings instituted by them. They also argued that the transfer of the draft and B/L was a mere colorable transaction; that T. C. Linger and others representing the Ohio Hay & Grain Co., made efforts to sell the residue of the oats, showing that to all intents that the Ohio Hay & Grain Co., was still the owner of the car.

The court held: "If the jury found that the plaintiff bank was the bona fide owner of the draft and, by assignment, the B/L attached thereto, the attachment of the car of oats was plainly illegal, and the defendants became answerable in damages for at least the amount of the draft, which was drawn upon the value of the property covered by the B/L. The court was not justified in limiting the assessment of the damages, which the plaintiff was entitled to recover, to practically one-fourth the value of the shipment."

In regard to the allegations of fraud

and conspiracy between the Ohio Hay & Grain Co. and the bank, the court held: If it was mutually understood between the bank and drawers of the draft that the property and money arising from the sale of the property was still the property of the drawers of the draft, or that the purpose of the transaction was to prevent creditors of the Ohio Hay & Grain Co., from taking legal steps to take their debts out of the property and that the bank was aware of such purpose, then the transfer was void. However, there was no evidence to that effect and the burden rests upon the defendants to prove fraud.—75 S. E. Rep. 769.

When Edison's new electrical storage battery gets into general use on all moving vehicles gasoline and other petroleum products will be cheaper.

An excellent half-tone engraving of a field of "kafir corn in all its glory," reproduced on a blotter, is the latest advertising novelty of B. C. Christopher & Co., Kansas City, Mo.

The yield of barley in England and Wales the past season was 96 per cent of the average, according to the estimate of the Board of Agriculture. The quality is not good, there being much sprouted grain. The principal markets in the United Kingdom for barley are London and Bristol.

The Grimm, Baltic and Turkestan varieties of alfalfa have been proven to be the most hardy of a large list of alfalfas from different parts of the world, comments A. C. True in Farmers Bulletin 514, in discussing hardy alfalfa. All of the three strains have a distinct type of crown as compared to the type of crown found in the non hardy varieties. Hardy strains have spreading crowns with under ground root stalks and shoots with buds which are protected by the soil from winter freezing. The non hardy strains have more upright stooling crowns with the bud areas very near the surface and therefore exposed to winter freezing.

## Car Shortage at Maximum.

The car surplus in the United States was 17,289 cars, Oct. 24, according to the report of Arthur Hale, chairman of the Com'te on Relations between Railroads of the American Railway Ass'n, a decrease in the total surplus of 5,521 cars from the number reported Oct. 10.

The shortage was 67,270 cars on Oct. 24, an increase of 12,881 from the number reported two weeks previously.

Considerable satisfaction is felt regarding the car situation by railroad officials for they feel that the crisis has been reached and the car famine is considerably less than was supposed would be the case last August. At that time, it was generally conceded that the net shortage in October would be 79,000 cars, if the same rate of reduction in supplies of equipment occurred as had taken place in 1908, 1909 and 1910.

Of the decrease in the car surplus, reported Oct. 24, amounting to 5,521 cars, 2,522 is in box. The decrease in the box car surplus is reported in New York, New Jersey, Delaware, Maryland, Eastern Pennsylvania, Iowa, Illinois, Wisconsin, Minnesota, Kansas, Colorado, Oklahoma, Missouri, Arkansas, Texas, Louisiana, New Mexico, Washington, Oregon, Idaho, California, Nevada and Arizona.

Of the increased shortage over the preceding period, amounting to 12,881 cars, 7,607 is in box. The shortage is general in the states mentioned in connection with a decrease in the total surplus.

The coal car shortage is becoming general throughout the country.

## COLLECTED FOR LEAK IN TRANSIT.

We think the column of the Grain Dealers Journal publishing reports from grain dealers who give the numbers and initials of cars seen leaking grain in transit is valuable, as we had two cars reported leaking in this column, that arrived in apparent good order but short in weight, on which our claims were allowed in full.—Hamman Bros., Milmine, Ill.

## DEATH OF M. F. DUNLAP.

A delegate from the Grain Dealers Union to the Milwaukee convention of the Grain Dealers National Ass'n, M. F. Dunlap, chosen to respond to the address of welcome, so eloquently expressed the thoughts of the assembled dealers that he became the choice for the honored office of president of the Ass'n at the following Niagara Falls meeting.

Those who worked to save the National Ass'n in the dark days of 1905, when Mr. Dunlap accepted the burden of president, will regret to learn that their unselfish friend passed away Oct. 14 at his residence in O'Fallon, Mo.

Mr. Dunlap commanded respect as a presiding officer and was a forceful public speaker. A firm believer in organization and co-operation in any line of work which was dignified and calculated to mete out justice to all, he had the gift of imparting his conviction to others.

He declined re-election at the Chicago convention of the National Ass'n; but was president of the North Missouri Millers Ass'n from the date of its reorganization in 1907 until his death. For 33 years he had been actively engaged in the grain and milling business as secretary and treasurer of the Woods & Dunlap Milling Co., O'Fallon, Mo.

Since the rush of business incident to the wheat marketing of last summer he had not been in good health. In September he had suffered from a carbuncle; but had been confined to his bed for only five days previous to his death. A portrait of deceased is reproduced herewith.



M. F. Dunlap, O'Fallon, Mo., Deceased President G. D. N. A. 1905-6.



## MEETING OF ILLINOIS

## Dealers at Decatur.

Grain dealers of the surrounding territory held a meeting at the Brunswick Hotel, Decatur, Ill., on the evening of Oct. 29. About 50 were present. H. I. Baldwin of Decatur was chosen chairman and Henry Stanberry of Chicago sec'y.

Lee G. Metcalf, Illiopolis, pres. of the State Ass'n, addressed the dealers on subjects of vital interest. Of the effort made at the Norfolk convention of the National Ass'n to raise the moisture test on No. 3 corn to 18 per cent he said:

If the Illinois dealers had not gotten up in arms and said "No" there would have been an increase in the moisture test.

The railroads are insisting on an increase in freight rates from Illinois. The pres. of the Norfolk & Western Railroad addressed the National meeting and said that the railroads were not overcapitalized and that there was an absolute necessity for an increase in rates. When offered the privilege of increasing freight rates, providing they in turn would appropriate \$2,000,000 or more annually to the buying of equipment that would facilitate the movement of grain, the railroads refused the offer.

All efforts toward the enactment of reciprocal demurrage legislation will be wasted unless united action is taken. Every grain dealer should join the State Ass'n and add financial assistance and force of numbers to the fight that the officers of the Ass'n are waging to obtain fair and equitable treatment for the grain dealers of Illinois.

Use the ass'n's claim department to collect your claims. The Arbitration Com'te is the best means of settling differences between grain men, as this com'te saves attorney's fees and obtains justice more surely than the courts. This com'te has settled approximately 3,000 cases since its organization, and not a dealer had refused to abide by the decisions rendered.

S. W. Strong: If it had not been for Mr. Metcalf and the further fact that we were affiliated with the National Ass'n we would have lost; but as it was Indiana votes with those of Illinois carried the day for Illinois dealers and put them in control of the situation.

I am very much in favor of affiliating still more with the National Ass'n, as the closest relation possible is the most advantageous and the cost to the Ass'n is only \$1 per capita.

Arrangements have been made with Louis Brandeis to take the case of the Illinois grain men before the Interstate Commerce Commission if the need arises. This action is probably the only remedial agency, as the railroads want to increase their rates and will do so if the Illinois Grain Dealers Ass'n will let them alone. I am going to meet with the railroad managers at Chicago Thursday to further consider the matter.

The time to act on the much needed reciprocal demurrage law is next spring when the bill comes up for third reading. I want 100 grain men to come to Springfield and work for the passage of the bill. The bill probably would have been passed last spring except for the seeming indifference of the grain men. I sent out circular letters to all the grain men and received 15 replies, and when I asked those 15 men to come to Springfield none of them came.

The scale department of this Ass'n has examined and tested 483 scales at an

average cost of \$4.19 per scale, and at the end of the business year the scale department was in debt only \$8.26. The cost of the grain men appealing to the claim department has been only 10 per cent of their claim. This department is in good shape, having cleared \$300 above expenses.

Mr. Evans: Are rates in Illinois any lower than they are in nearby states?

Lee Metcalf: To the best of my information as gathered from Mr. R. C. Baldwin I would say our rates are as high as other states.

H. I. Baldwin: It is interesting to note that \$600,000,000 have been expended for passenger terminals and still freight rates are to be increased. I think that the increase in receipts by reason of cutting off the pass evil and all rebates has more than made up what they now ask in freight increases.

Victor Dewein: Can you give us the names of any candidates that are in favor of reciprocal demurrage?

Mr. Metcalf: I know in my own, but do not know in your district.

Mr. Evans: Are you familiar with car order books? I find the trouble about ordering cars is that I have no definite record of the cars that I order.

Victor Dewein: I suggest that Mr. Strong send out a circular telling us what candidates are right on reciprocal demurrage.

Sec'y Stanberry then read a resolution favoring reciprocal demurrage legislation, which was adopted by a unanimous vote.

## CORN CROP REPORTS.

The following reported on the yield, movement and prices of corn:

Boyce & Edwards, Lane: Yield 45 bus.; we are paying 42 cents.

F. J. Zimmermann, Edinburg: Yield 40 bus.; selling at 42 cents.

Chas. Zanesmeister, Mt. Auburn: Corn is 40 cents.

Sherman Neiman, Warrensburg: Yield 43 bus.; sells at 40 cents. Shipped two cars of the new crop.

E. E. Rice, Latham: Yield will be 45 bus. in our vicinity; sells at 42 cents.

C. E. Johnston & Co., Champaign, reported a shipment of two cars of new corn that showed a moisture content of 24.4%; yield about Bement and Monticello was reported at 47 bus. Price at Bement 42 cents; Monticello, 44 cents.

C. B. Munday & Co. Yield at Litchfield 33 bus. selling at 40 cents; corn movement has begun there.

F. B. Smith & Co.: Yield at Decatur 50 bus.; price 43 cents, with the corn movement on. Average moisture content is 23 1/2%.

Victor Dewein, Warrensburg, reported a yield of 50 bus.; price 40 cents. Movement will begin in about 10 days.

Andrews & Adams, Moweaqua: Yield will average 50 bus.; price 42 cents. Movement is now on.

Hamman Bros., Milmine: Yield 48 bus., in our territory; 42 cents. Movement is on. Handling very little at this time.

Assumption Grain Co.: Yield around Assumption at 45 bus.; price 41 cents. Movement has begun.

E. T. Moore, Blue Mound: Average yield 50 bus. and sells at 40 cents. We are W. T. Hamilton, Breckenridge: Yield 38 bus.; is going at 41 cents. Movement will begin in 10 days.

Housh & Thompson, Moweaqua: Corn average 45 bus.; sells at 42 cents. Movement will begin in 10 days.

Evans Elvtr. Co., Decatur: Yield about 47 bus.; price 41 1/2 cents. Little moving.

A. C. Durdy, Ohlman: Yield 40 bus.; price 40 cents. Movement now on.

J. J. Connerly, Millersville: Yield 40 bus.; price 40 cents. The yield at Nokomis is 37 bus.; price 35 to 40 cents. About 30,000 bus. moved to date.

Wm. Murray, Champaign: Yield 50 bus.; price 40 cents.

Wm. Leonard, Wyckles: Yield 45 bus.; price 40 cents.

Chas. Moore, Stonington: Yield 42 bus.; price 40 cents. Will begin handling corn next week.

O. H. Rink, Edinburg: Average yield 45 bus.; will sell at 40 cents.

Cassius Holcomb, Oakley: Yield 38 bus.

Lee Metcalf reported that the yield at

Lanesville would average 40 bus.; price 42 cents.

Baldwin Elvtr. Co., Sadorus: Yield 40 bus. in this vicinity; price 40 cents. Will start handling new corn in two weeks.

W. H. Barrett, Owaneco: Yield 40 bus.; price 40 cents.

E. W. Crow, Blue Mound: Yield 50 bus.; price 40 cents.

T. J. Kizer & Son, Hammond: Yield 45 bus.; price 42 cents.

George F. Barrett, Pana: Yield 35 bus.; price 42 cents.

Averaging the figures reported, this section of Illinois has a corn yield of 43 4/5 bus. to the acre, and the average price being paid is 41 cents.

Among those present were: Mr. Barnes, Champaign; Geo. F. Barrett, Pana; W. H. Barrett, Owaneco; Mr. Boyce, Lane; J. J. Connerly, Millersville; E. W. Crow, Blue Mound; Victor Dewein, Warrensburg; A. C. Durdy, Ohlman; W. D. Foote, Champaign; W. T. Hamilton, Breckenridge; Alex. Hilman, Millersville; Cassius Holcomb, Oakley; Wm. Leonard, Wyckles; Lee G. Metcalf, Illiopolis; Chas. Moore, Stonington; E. T. Moore, Blue Mound; Wm. Murray, Champaign; Sherman Neiman, Warrensburg; E. E. Rice, Latham; O. H. Rink, Edinburg; M. M. Spengler, Bolivia; Henry Stanberry, Chicago; S. W. Strong, Urbana, sec'y Illinois Grain Dealers Ass'n; E. R. Ulrich, Springfield; Chas. Zanesmeister, Mt. Auburn, and F. J. Zimmermann, Edinburg.

## NEW ADMINISTRATION MAY

## Enact Federal Anti-Bucket Shop Law.

In the excitement of the recent political campaign it was not uncommon to hear arguments for and against the various candidates on the ground that their election or defeat would help or harm the business in which we are engaged. Some superficial observers were inclined to look upon the results of the election as unfavorable, but such a position does not bear close scrutiny.

Unless we are very much mistaken in the character of the men who are likely to be leaders in the new administration, no move to disturb present methods of handling our immense grain crop will be hastily taken, nor is any move likely to be made without careful investigation of the whole matter.

A careful reading of the Democratic platform appears to justify the belief in the enactment by the new administration of a federal anti-bucket-shop law which has long been needed and for which request has repeatedly been made by the grain exchanges of the country.

Such a law would be welcomed by producers and consumers as well as by those engaged in the grain trade, and any investigation by thoughtful men of conditions surrounding the grain trade can only lead to a greater appreciation of the work we are doing and a greater admiration for a system which admits of the handling of immense crops with so little expense to the consumer for middlemen's profit, and which at the same time absolutely prevents monopoly by any man or group of men who under any other system than that of maintaining open markets would no doubt soon have the grain business of the country within their grasp as securely as they now have numerous other lines of business.—L. F. Gates of Lamson Bros. & Co.

The ninth annual convention of the National Rivers and Harbors Congress is to be held at Washington, D. C., Dec. 4, 5 and 6.



## NEW CONCRETE KANSAS Elevator.

With characteristic Kansas enterprise the J. C. Lysle Milling Co., of Leavenworth, Kan., has recently replaced its old style wooden elevator by the modern reinforced concrete fireproof plant of about 250,000 bus. capacity, shown in the engraving herewith.

On a ground space 48x104 ft. are the working house, 8 ft. 6 in. x 32 ft., and the 17 circular bins, each 15 ft. inside diameter and 85 ft. high. The circular bins form 12 interspace bins, and the working house contains 4 small bins. Above the bins the working house is 24x32 ft., and contains the elevator legs, No. 11 Monitor Receiving Separator, equipped with Cyclone Blow-Pipe Co.'s Dust Collector, stairway, and one-man Weller Man Lift.

Grain is received both by wagon and car, wagons unloading over a 6-ton dump scale, and cars being weighed on a Howe Track Scale and unloaded with 2 power shovels. Cars are set on this scale by car puller and can be loaded. However received, grain can be placed by the operator in any bin desired, and by spouts into the milling bins in the adjoining building. Two elevator legs, for receiving and transfer, have 14-in. buckets. Two 14-in. screw conveyors above the bins fill the tanks, and two 24-in. belt conveyors in

the basement empty the bins, which thru-out are full hoppers and self cleaning.

Over the track scale and the dump is an awning built of steel framework supported on the ends of the building and covered with galvanized corrugated iron.

The building is fireproof thruout, the windows being glazed with rough wired glass in metal frames, and the doors being also fireproof. The structure is of reinforced concrete thruout, the only exception being the floor over bins which is made of cement tile laid on T-irons supported on structural steel. This flooring has cement finish over the tile. The other floors are of reinforced concrete.

Electric current taken from the generator in the engine room of the flour mill lights the building, and drives the machinery by means of two 50-h. p. and 30-h. p. motors. This up-to-date plant was erected by the Barnett & Record Co.

After examining 1,200 patients, the Kentucky State Board of Health has come to the conclusion that hook worm and pelagra are so similar that the same treatment shud be used for both diseases.

Farmers in the vicinity of Albert Lea, Minn., have increased the acreage of ensilage corn, as they have learned that 20 acres of thickly sown corn will produce more feed in the form of ensilage than 80 acres of the average hay crop.

## WAR AND THE PRICE OF Wheat.

Altho war has been declared against Turkey by the Balkan states and decisive battles have been fought, with resultant victories to the allied armies, the price of wheat has gone steadily down after having remained stationary, or nearly so, for several days at the beginning of the struggle.

Turkey has sued for intervention on the part of the Powers, but thus far no move has been taken, perfect neutrality being observed. Constantinople is threatened. The fall of the Turkish empire is imminent unless the Powers stay the armies of the allied states.

That the situation is serious can not be denied, altho many are taking the war as a joke. Bumper crops in the United States, Canada, Russia, Argentine Republic and Australia have tended to lower the price of wheat, however, and those behind the bear movement see no cause for alarm, even if the worst happens and the Dardanelles are closed.

The closing of the Dardanelles to navigation wud tie up Black Sea shipments but the effect on the market is problematical. The quantities of cereals exported by Russia and the Balkan states during last autumn and winter—from Oct. 1, 1911, to March 31, 1912—shown separately in quarters of eight bushels each were:

	Russia.	Balkan States.	Total.
	Qrs.	Qrs.	Qrs.
Wheat	4,546,000	4,755,000	9,301,000
Maize	2,030,000	4,424,000	6,454,000
Barley	8,104,000	2,554,000	10,658,000
Rye	450,000	87,000	537,000
Oats	3,400,000	260,000	3,660,000

"Judging from the above figures, the chief sufferers this season by a prolonged interference with Black sea shipments wud be the importers of barley," says the Corn Trade News, of Liverpool.

The Dardanelles will be closed by ice very shortly, which was responsible for the comparatively small movement recorded between Oct. 1 and March 31, in the table given above.

Statistics for this year will show a much lighter movement of Russian and Balkan exports during the same period, for the war has caused the withdrawal of many ships from the Black sea carrying trade. With the exception of one line, the grain from Russia and the Danubian ports is moved in Greek bottoms. As Greece is at war with Turkey, this has prevented ships under the Greek flag from passage thru the Dardanelles.

But the important factor, which controls the price is the fact that Russia and the Balkan states have large crops. It may be impossible to move them now, but the world knows that movement is only postponed. Indefinite postponement of that movement may raise prices a few cents but the price can be depended to remain near its natural level until Russia draws its peasants from the fields to join in the conflict.

Victory of the allied states might provoke an imbroglio that wud involve all of the Powers. That is unlikely. It must be admitted, however, that the Powers wud prefer that Turkey win this war. Diplomatic relations wud then remain unchanged. Commercial nations dislike disturbing influences and nations bow to Business.

The National Industrial Traffic League will hold its annual meeting at Chicago Nov. 14.



New 250,000 bu. Reinforced Concrete Elevator of J. C. Lysle Milling Co., at Leavenworth, Kan.



## CROP IMPROVEMENT.

The Jefferson County (Ark.) Court appropriated \$1,000 Oct. 30, for maintaining a county farm buro.

The annual State Corn Show, under the auspices of the Indiana Grain Growers' Ass'n will be held at Purdue University, in connection with the Farmers Short Course, Jan. 6 to 10, 1913.

The work of the Crop Improvement Com'te of the Council of Grain Exchanges will be presented before the convention of the National Ass'n of Agricultural Colleges at Atlanta, Ga., Nov. 14 and 15.

Free fanning mills have been offered to the 55 scientific agriculturists in charge of the county farm buros, established thru the aid of the government and the Crop Improvement Com'te of the Council of Grain Exchanges.

Peoria, Tazewell and Kankakee counties in Illinois were selected by Sec'y Wilson of the U. S. Dep't of Agriculture as territory in which extensive farm management work would be commenced by the Buro of Plant Industry, Nov. 1.

The Clark County Corn Growers Club has set Dec. 14, as the time for the annual corn show to be held at Jeffersonville, Ind., and premiums will be given for white and yellow corn in three classes, one ear, ten ears and twenty-five ears, as well as sweepstakes.—M.

Five counties in Iowa have established farm buros under the direction of a scientific agriculturist. They are: Clinton, Muscatine, Scott, Montgomery and Clay. Two other counties, Woodbury and Pottawattamie, will soon be in a position to engage crop experts.

Gratifying results have been obtained at the experiment stations in Miami and Paulding counties, O., which are now being operated for the second season. Annual reports of the work accomplished are published free for the citizens of the county where the experiment station is located.

All wheat entered for prizes at the Northwestern Products Exposition at Minneapolis, Nov. 12 to 23, will be sold at auction at the close of the show. P. L. Howe, pres. of the Imperial Elvtr. Co., Minneapolis, has offered \$100 a bushel for the five bushels that capture the \$5,000 prize.

The agricultural special of the Pennsylvania Co. commenced a nine days' tour over the Toledo and Akron divisions of the road, Nov. 4. Instructors of the College of Agriculture of Ohio State University are with the train and deliver lectures at the several stations on dairy-ing, horticulture and agriculture.

The oats trophy offered by the Milwaukee Chamber of Commerce for the best sample of oats exhibited at the annual show of the Wisconsin Agricultural Experiment Ass'n, has become the property of James Sattler of Rosendale, Wis. Mr. Sattler took first honors at the show two years in succession. The Chamber of Commerce will replace the trophy.

Some of the record yields of wheat reported to the Northwestern Products Exposition, which opens at Minneapolis, Nov. 12, are as follows: Otto Johnson, Twin Falls, Idaho, 82 bus., Dicklow, 13 acres irrigated land; Frank Sheldon, Belt, Mont., 74 bus., turkey red, 100 acres; Charles Bridgeman and J. P. Nash, Clyde Park, Mont., 59½ bus., turkey red, 10 acres.

A plan inaugurated by a number of elevators in Minnesota is that of clean-

ing grain delivered by the farmers free of charge, when asked, and then after grading out from 5 to 30 per cent of the best part delivered, allowing the farmers to take it home for the next year's planting. While the farmers could well afford to pay a reasonable charge for this work, the elevator companies are wise enough to see that good seed means a larger bulk and better quality to handle.

The Pettis County, Missouri, Buro of Agriculture has arranged to hold at Sedalia at an early date a meeting of the important railway officials of that territory, representatives of the commercial clubs and other interested parties, with a view to formulating a plan of mutual co-operation. The Buro has also raised a fund of \$1,500 which is to be offered in prizes for the best acre yields of corn raised by boys from 12 to 21 years of age, in every township in Pettis County.

Formation of a farm buro in Winnebago County, Illinois, is proceeding rapidly. After a conference with Sec'y Ball of the Crop Improvement Com'te last week the Rockford Chamber of Commerce agreed to undertake the work of organization, and a campaign was immediately started to secure as large a membership as possible at a nominal fee. The Chamber has further agreed to make good any deficit that may exist after organization is completed and a county expert engaged.

Five checks for \$1,000 each were mailed during the past week to as many counties thruout the country that have complied with all the requirements of the Crop Improvement Com'te in the establishment of farm buros. Following are the counties, recipients of the checks and the name of the agriculturist in charge of each county: Harris Co., Tex., B. F. Whiteside; Marion Co., Ore., Luther J. Chapin; Dallas Co., Ark., J. M. Raines; Washington Co., Penn., J. M. McKee; La Porte Co., Ind., L. B. Clark.

Announcement is made by T. N. Langan, chairman of the seed selection committee of the Kankakee County Soil & Crop Improvement Ass'n, of plans for the erection of a seed house at Kankakee. It is proposed to accept at this seed house only seed grown by members of the Ass'n under its rules. It is believed that in this way Kankakee County will soon gain national prominence on account of the superiority of its seed, a fact which would undoubtedly result in the marketing of all the county's products at highly remunerative prices.

The South will honor the memory of Dr. S. A. Knapp, founder of the Demonstration Work and Boys' and Girls' clubs, Nov. 27, by holding one hour meetings in every rural community, at which time the people will be asked to review their agricultural resources and achievements. Knapp Agricultural Day will be the official designation. A great memorial to Dr. Knapp will be in the form of the Knapp School and Knapp Farm, near Nashville, Tenn., to be conducted in connection with Peabody College. Funds for the purpose are now being raised.

The corn carnival and manufacturers' exhibit, which closed in Terre Haute, Ind., Nov. 2, was the most successful undertaking ever attempted by the merchants and manufacturers of that part of Indiana. Large crowds were present all week, both Illinois and Indiana being well represented. Probably the most attractive features in connection with the corn show were the corn tower and corn

flag. The tower was seventy feet in height, and was composed of hundreds of ears of corn split and attached to frame work. The flag was made of red, white and blue corn, and represented an American flag.—M.

NEW CONCRETE ELEVATOR  
at Lexington, Ky.

More reinforced concrete grain elevators and grain storehouses have been erected this year than ever before. For a time concrete was used only in the construction of circular bins or tanks, but now it is being used for all classes of grain elevators and grain storehouses.

Illustrated herewith are the plans of the new reinforced concrete elevator erected for the Eimendorf Coal & Feed Yards at Lexington, Ky., which is owned by James B. Haggin. Most of the working house is devoted to storage, but in one section of the plant, above the first floor, are 9 square cornered reinforced concrete bins, occupying a space 27x28 ft. and extending up to the distributing floor. The working part is 28x41 ft. and 111 ft. 8 in. high.

In the basement, which has a heavy cement floor and is well lighted, are the line shafts, a Constant Sheller, 50 H. P. Wagner electric motor, a power car puller and two chain drags which take grain from the wagon dumps to the boots, and a 24 in. rubber belt, which carries the grain from car pit to boot of lofter leg.

The first story, which is clear and has a 12 ft. ceiling, contains an Invincible Receiving Separator and a Richardson Automatic Scale. Lean-tos are provided for receiving track and driveway. A Burrell man-lift also a ladder affords communication between the first floor and cupola.

In the third story are 4 circular steel bins of 500 bus. capacity each, also a small bin formed by the walls of the others. On this floor also is an Invincible Cracked Corn Grader, a line shaft and head of the short leg. The fourth story contains a Nordyke & Marmon corn roll and a Nordyke & Marmon oat roll.

The fifth story contains a No. 3 Invincible Corn and Cob Separator, turn heads and a 14 in. screw conveyor, which carries the grain to any of the concrete tanks adjoining. In fifth story are also 4 cylindrical steel bins of 500 bus. capacity each and one bin formed by the interspace. The sixth story contains a 25 H. P. Wagner electric motor, counter-shaft and the heads of the two lofter legs driven by ropes from the counter-shaft.

The short leg to the third floor has 14x7 inch buckets. The sheller and cleaner leg has 12x6 in. buckets and the receiving leg has 14x7 in. buckets. The roof of the working house is formed of concrete covered with composition roofing.

Adjoining the elevator are 4 circular reinforced concrete bins 19 ft. in diameter and 72 ft. deep. Two interspaces formed by the circular bins are also used for storage, the six bins being hoppers, the bottoms being given sufficient pitch to clean thoroly. Grain is delivered to any of the bins in the working house by a distributing spout and conveyed to the bins in the annex by means of a 14 in. screw conveyor. A screw conveyor of the same size in the tunnel underneath the bins carries the grain back to the boot of either of the legs.

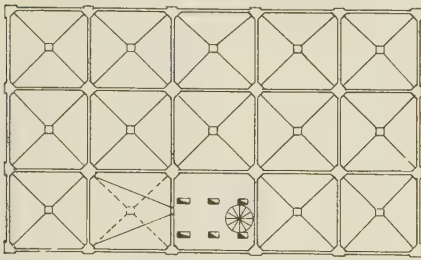
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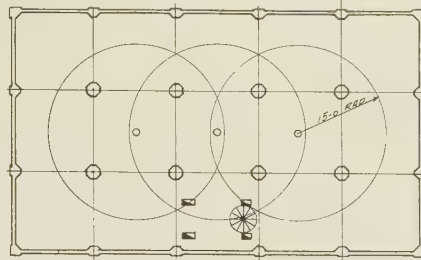
elevator, a new contract has been let to the Burrell Engineering & Construction Co. for a large warehouse and feed

mill to adjoin the working house on the side opposite the tanks. Lexington is in the center of the racing horse section of

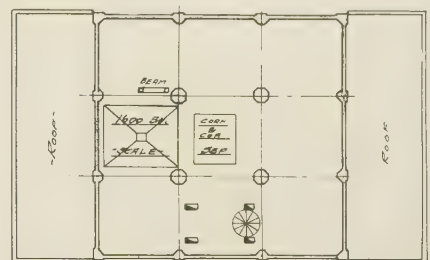
the country, and the Elmendorf elevator will seek to give special attention to supplying this trade with feed.



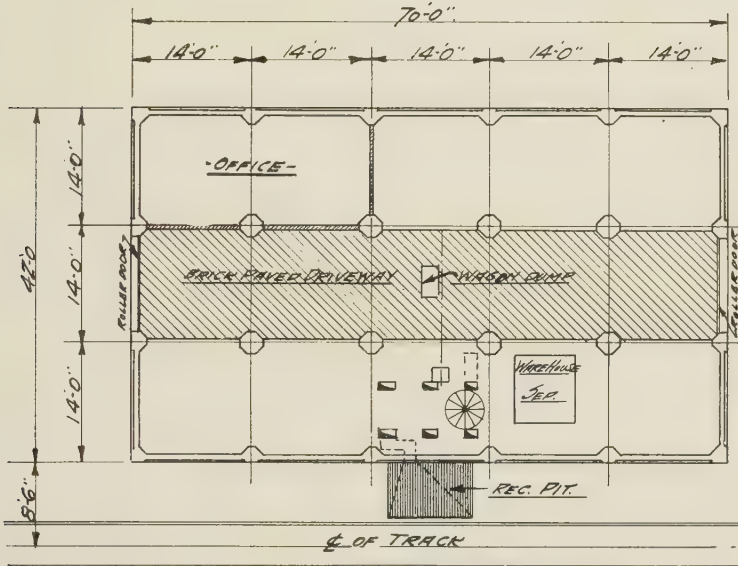
-PLAN OF BINS-



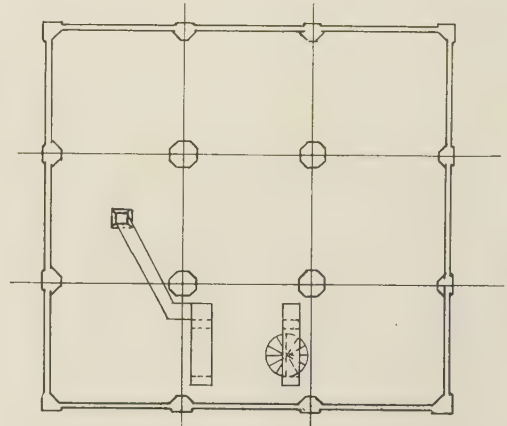
-PLAN OF DISTRIBUTING FLOOR-



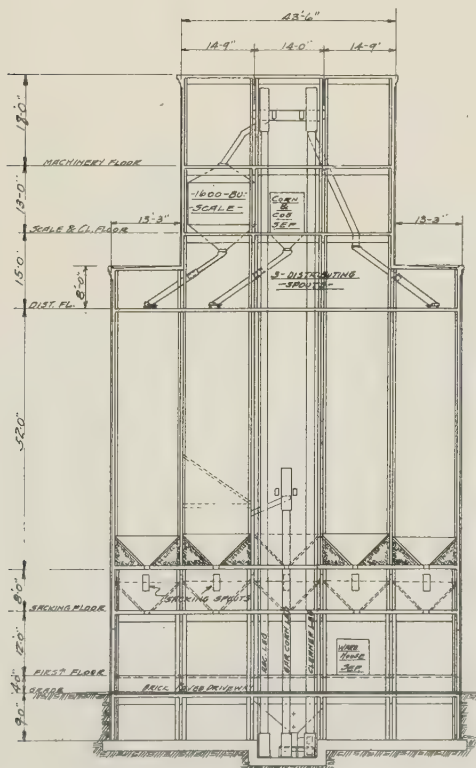
-PLAN OF SCALE FLOOR-



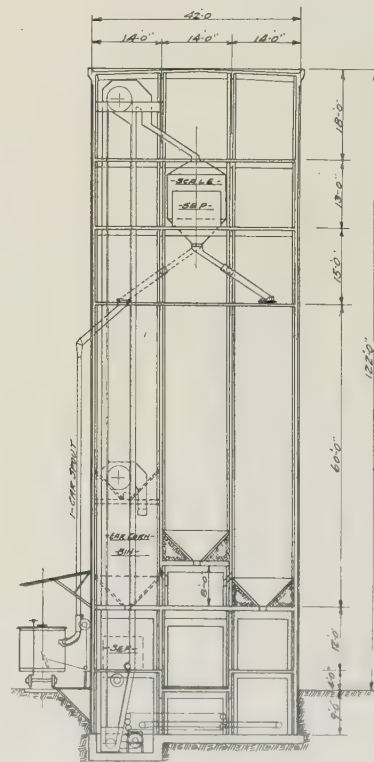
-FIRST FLOOR PLAN-



-MACHINERY FLOOR-



-LONGITUDINAL SECTION-



-CROSS SECTION-

Plans of New Concrete Elevator of Elmendorf Coal & Feed Yards at Lexington, Ky. (For description see facing page.)



## IOWA GRAIN DEALERS MEET AT CEDAR RAPIDS AND WATERLOO

Country shippers in the Cedar Rapids district of the Western Grain Dealers Ass'n, met Oct. 31st, at Hotel Montrose, Cedar Rapids, Ia., to discuss current conditions and matters concerning the grain trade. Although a dull time in the grain business, only about fifteen shippers and nearly the same number of solicitors were present.

Sec'y Geo. A. Wells called the meeting to order promptly at two o'clock P. M., welcoming those dealers attending. Mr. Wells spoke of the financial standing and methods of conducting the association, and stated that the membership of individual firms was now the largest in the history of the organization, but that there were not as many elevators listed, due to the absence of line companies.

"THE EXPENSE of conducting the organization is about \$4,000 per year, which is defrayed in a large part by fees and memberships. Tho the organization is self-supporting, a larger surplus is needed to commence suits or court actions in cases where action is necessary to establish the rights of members. There are about 25 to 30% of the grain dealers of the state who are not interested in the association's working. This number is becoming less each year.

"Reports of our insurance company prove that grain dealers are not holding as much grain in their elevators as at previous times."

Mr. Wells urged the elimination of fire hazards in elevators, and advised every grain man to investigate and learn of the proper construction of an elevator to secure a low insurance rate before erection.

Mr. Wells said, "The scale inspection department has now been established for five years, yet has a surplus fund of only \$200, showing the close margin upon which this department is conducted. Over 1,000 scales have been inspected since April 1st, and yet some grain men treat this department with indifference. Matters coming up every day demand a knowledge of the correctness of every scale.

"The last three years have shown a remarkably low number of differences between grain dealers and between buyers and sellers, which has no doubt been due to the co-operation of the association for a satisfactory settlement.

After the above report, Mr. Wells, brot up many questions and matters regarding the grain trade for discussion.

"UNIFORM TRANSPORTATION Rules and Transit Privileges" do not affect every shipper, but all are affected indirectly. Mr. Wells said that the association had been striving for years to obtain a set of uniform and satisfactory transit rules and privileges, and had at last succeeded in getting the Western Trunk Lines to consider the matter. In fact a meeting of the railroads is expected at an early date, and all had promised their support and co-operation for satisfaction between shipper and carrier. A discussion among those present led to the decision to let the matter rest until after the meeting of the railroads, before advising or suggesting any changes in present conditions and rules.

SHELLING IN TRANSIT privileges are allowed by the C., B. & Q. and Wa-

bash railroads, but others are charging for this right, and the C. & N. W. Ry. has even refused to grant it under any conditions. There has been a tendency on the part of the railroads to charge for the cobs from the local point to the shelling point, but to charge only for the shelled grain from this point to destination.

"FILING OF TARIFFS by Railroads with Their Agents" was a topic which drew much criticism and sarcasm from the dealers present. Mr. Wells advised each shipper to see personally that a complete file of tariffs is kept at his station. Further that a Western Trunk Line Tariff provided that every railroad operating in a State should have one point in that State where shippers could obtain an authorized rate on merchandise.

"MISROUTING OF SHIPMENTS" by railroads for the purpose of a longer haul opened a heated debate. Mr. Wells stated that a Western Trunk Line Tariff provided that where a routing was specified on the Bill of Lading, railroads were forced to follow instructions, and where no routing was given, that the railroad was only allowed to charge the rate for the shortest possible route from local point to destination, irrespective of route taken by the railroad.

"BULKHEADING" proved to be a matter upon which railroads varied on the charge for this privilege. The Western Trunk Line Tariff provides for a charge of \$5 for every car "bulkheaded," but some railroads are overlooking this rule and making no charge whatever. Mr. Wells stated that this matter had been taken up with the railroad companies for a cancellation of this charge where grain was of same kind but of different qualities. This would enable the grain man to market his good grain, and help to lead the farmer into raising better grain.

"DELAYED REINSPECTION in Terminal Markets" did not bring out much discussion, as all shippers present seemed satisfied with the service the terminal markets are now offering.

A voice from all grain buyers present gave an average price of 40 cents per bushel for new corn, except Mr. H. A. Weise of Cedar Rapids, who said he was offering 35 cents, but had not bot any.

A sample of corn was passed among the dealers for inspection, and each was allowed to guess the moisture content of same. Guesses ranged from 20 to 30½%. A. Kubicek of Long Point proved the best inspector, his guess of 20% coming nearest to the result by actual test of a Brown-Duvall Moisture Tester operated by Mr. Brown.

### The Waterloo Meeting.

Country shippers of the Waterloo district of the Western Grain Dealers Ass'n, met at the Irving Hotel, Waterloo, Ia., Nov. 1st. About twenty country shippers and ten solicitors sat down to an *impromptu* dinner at 1:30 P. M., and later adjourned to the "Gold Room." Questions and matters discussed were similar to those taken up at the Cedar Rapids meeting.

Sec'y Wells called the meeting to order at 1:30 P. M., and welcomed the surprisingly large number of dealers attending.

He said that the association's membership was now about 400 individual firms, which was the largest number the organization had ever had. Not as many elevators were listed as at previous times, because line elevator companies of the terminal markets were not allowed to join. A larger revenue was needed, not because the association was not on a paying basis, but because a larger fund was needed to take those court actions, which was necessary to establish a commanding rank for the association.

The scale inspection department inspected and tested over 1,000 scales per year. Mr. Wells urged where connections and arrangements could be profitably made, that every grain man have his scales tested, in the hope of securing more certain evidence in collecting claims for shortage.

Sec'y Wells explained the workings and financial standing of the mutual insurance company.

"THE CAR SHORTAGE" problem opened a lively discussion. Some dealers reporting no cars obtainable, others had cars but could not get them moved, and some were satisfied. The voice from all those present proved a large enough number of cars, but of insufficient motive power to move them.

Fred E. Trainier of Ackley, Ia., announced that the M. & St. L. Ry. had refused to furnish cars for shipments on other than its lines. According to a Western Trunk Line Tariff this act is not lawful, and cars should be furnished for any route whatever.

W. W. Sylvester advised all shippers when routing cars over more than one line to specify routing via nearest transfer point.

Mr. Wells advised every shipper to see that a complete file of the railroad company's tariffs were kept on hand in the agent's office of every grain shipping station. Also where shipping over a new route to get an authorized rate from railroad headquarters, other than station agents, as the railroads are not responsible for the acts of their agents. Erroneous rates by railroad agents have caused much trouble and serious losses, and the shipper has no redress unless authorized rate is given.

CAR ORDER BLANKS: Mr Wells advised the use of "Car Order" blanks in duplicate, enabling the shipper with losses on account of delay in furnishing cars to establish evidence for admission in court, if court action was necessary to collect the claim.

Shippers finding it hard to secure grain doors or to get the railroad agent to purchase grain door lumber, when stock has run out, should take the matter up with the Division Superintendent of the railroad. The railroad must furnish these grain doors at grain shipping points, and if supply is exhausted the agent has the power to purchase lumber suitable for this purpose. Grain shippers have no right to purchase lumber for grain doors and expect payment therefor.

BULKHEADS: The charge of \$5 per car for mixed cars of grain had been taken up with the railroads by the Secretary. He asked that where the grain is of the same kind, but not of the same quality, the charge be cancelled. This would enable the shipper to secure a good price for his grain, and he would not be forced to mix it with poor grain in order to market it. This would tend to encourage the farmer to grow good grain if a higher price could be obtained for his better grain.



**FREIGHT CLAIMS** for loss of weight in transit, where cars had arrived in good condition, meant that shippers should use the utmost care in accounting for their grain, in their scale accuracy and the cooping of the cars, as railroads were refusing to pay claims where car arrived in good condition, tho same may have been repaired in transit.

A "CERTIFICATE OF WEIGHT" in duplicate, giving the complete details regarding the amount of grain in every car loaded was advised. A copy to be attached to every Bill of Lading, so as to have a complete and accurate record of every car shipped, thus assuring forceful evidence in collecting claims.

Shippers using "Bad Order" cars were doing so at their own risk, as railroads could not be held for claims because of loss of weight in transit on cars so marked.

Sec'y Wells briefly mentioned the bills now before Congress concerning the grain trade:

The Anti-Future Bills, which if passed would practically do away with trading in futures.

The Clearance Law, which demanded a clearance of all buildings of 6 ft. 11 ins. from middle of track. This bill if passed would mean the moving back of many elevators.

The Pomerene Act, which holds railroads liable for the acts of their agents in Bills of Lading.

A bill for the punishment of unlawful breaking of car seals.

The moisture guessing contest of a sample of eorn proved R. A. Frazier of Nevada the best judge, as his guess was nearest that of the result of an actual test by a Brown-Duval Moisture Tester.

Adjourned.

## NOTES OF THE MEETINGS.

Expressions from country shippers and solicitors promised an enormous corn crop, but much soft corn. Some new corn being taken in now. Large amounts had been contracted for December delivery. Not much grain moving, due mostly to low prices and the farmers husking the corn.

Solicitors who flocked to Cedar Rapids were: W. W. Sylvester, repte. B. S. Wilson & Co.; D. K. Templeton, Lamson Bros. & Co.; Earl G. Cool, Philip H. Schifflin & Co.; G. C. Martin, Jr., Goffe & Carkeener Co.; Wm. M. Hirschey, J. C. Shaffer & Co.; C. L. Douglass, E. W. Bailey & Co.; W. M. Christie, J. H. Dole & Co.; J. R. Murrel, Henry Rang & Co., and H. R. Bertuleit, repte. C. H. Thayer & Co.

Country grain shippers present at the Cedar Rapids meeting were: C. S. Peet, Martelle; W. F. Harris and son, C. E. Harris, of Williamsburg; A. Kubicek, Long Point; J. V. Simek, Gladstone; L. J. Dennis, Center Point; C. H. Gitchell, Alherette; Steve Fiola, Solon; U. S. Fry, Van Horn; W. C. Addleman, West Liberty; H. Harrington, N. English, and O. K. Morrison, S. English.

H. A. Brown of the Seed Trade Reporting Bureau, Chicago, gave an interesting lecture and demonstration of a Prown-Duval Moisture Tester at both meetings. Mr. Brown pointed out the benefits and advantages of a tester to the grain buyer in knowing how much water he is buying, and in knowing what price he should receive for his grain. Dealers present at both meetings displayed much interest in the tester, and several expressed their intentions of installing testers at once.

Solicitors who stopped over a day at Waterloo were: E. G. Cool, repte. Philip H. Schifflin & Co.; W. W. Sylvester, B. S. Wilson & Co.; Chas. L. Griesemer, Geo. B. Marble, Carl F. W. Pfeiffer; H. Clay Shaw, Rosenbaum Bros.; Ed Hasenwinkle, J. Rosenbaum Grain Co., and A. L. Cox, of Rumsey & Co.

Shippers attending the Waterloo meeting were: H. J. Frerichs, D. J. Peters and M. H. Tjaden of Wellsburg; J. A. Fonken and O. A. Ontjes, Holland; H. R. Hollis, Hudson; Fred E. Trainier, Ackley; W. A. Granger and A. H. Nafus, Nashua; W. Whiteford, Randalia; R. A. Frazier, Nevada; E. A. Roach, Plainfield; Peter Van Deest and H. Dleyer of Applington; P. R. Frazier, Morrison and A. H. Moeller, Reinbeck.

## Prompt Release of Cars Urged by Commission.

Drastic action will be taken by the Interstate Commerce Commission to avert a more serious car famine, unless the railroads and shippers co-operate all along the line to make the available car supply effective in meeting the demands of trade. The Commission has issued a statement in which the situation is treated plainly as follows:

The per diem charge under common agreement for the use of foreign equipment seems inadequate to secure its return at a time when there is a live demand for cars. Such procedure on the part of the railroads is nothing less than theft. The carriers by agreement have provided rules under which, when carried out in good faith, cars may promptly be returned to the home line. Departure from these rules is an appropriation of property which is morally unjustifiable.

The power of the commission is limited in such cases to the promulgation of rules which will insure fair play between the carriers and make possible adequate service to the shippers. The duty of framing such rules rests primarily upon the carriers themselves and the commission has said that unless such rules were made it would itself undertake the task. Such remedy, however, would be entirely inadequate to the imperative needs of the present situation and in view of the condition which obtains we deem it to the public interest to make the following suggestions to the railroads of the country:

1. That a higher per diem rate shall be made to apply for the use of cars as between the carriers.

2. That an inspection service should be at once instituted, which shall report to this commission violations of the rules existing which are intended to secure the return of equipment to the home line.

3. That operating officials be instructed to make fuller use of locomotives and cars by increasing the speed of freight trains. An average movement of less than twenty-five miles per car per day is not adequate to the needs of times such as this. An increased speed of movement is tantamount to an increase in equipment.

Several Indiana millers have recently been visited by a man who agreed under contract to fumigate the mill for from \$20 to \$100, leaving with each miller a worthless brown powder. The faker is apparently traveling westward and millers shud be on the lookout for him. He is said to be well dressed and carries a handbag in which he has the powder. Several millers in the eastern states have also been swindled apparently by the same rogue.

## B. S. Wilson, Pres. of Receivers Ass'n.

B. S. Wilson, newly elected president of the Grain Receivers Ass'n of the Chicago Board of Trade, started in the grain business when 14 years of age, as an office boy in the employ of J. C. Howell. That was in 1880 and he is now 47 years old—or young—just as he happens to feel.

Mr. Wilson remained with J. C. Howell for eighteen years, severing his connection when a member of the firm. He next became associated with the late T. E. Wells, as sec'y and treas. of the Continental Packing Co. He was also confidential sec'y to Mr. Wells. The packing business was sold in 1903 and the company reorganized as T. E. Wells & Co., dealers in grain. Mr. Wilson formed the company of the institution. On Mr. Wells' death in 1910, the present firm of B. S. Wilson & Co., became the successors. A portrait of Mr. Wilson is given herewith.

Two million acres of Montana land on the Fort Peck Indian reservation will be thrown open for settlement by the government next spring. This will be the last large tract of public land in the west that has not been opened to settlers. Thomas Shaw, agricultural expert, estimates that the land will produce 20,000,000 bus. of grain annually.

The annual general meeting of the Buenos Aires Futures Market, Argentine Republic, was held Aug. 27, and six new directors were elected. A great fight occurred to fill the six vacancies on the board. A strong minority desired to increase the dividend as a motion of censure to the board for piling up a large reserve and not utilizing it for the benefit of the grain trade.



B. S. Wilson, Chicago.  
New President Receivers Ass'n.



## Grain Carriers

The Erie Canal will close Nov. 15. The Pennsylvania Co. has ordered 4,000 box cars.

The New York Central Lines have ordered 1,000 box cars.

The C., R. I. & P. is said to be in the market for 1,000 box cars.

The Missouri Pacific is said to be in the market for 2,000 box cars.

The Canadian Northern is reported to be in the market for 3,000 freight cars.

The San Antonio & Aransas Pass Railway Co. has ordered 1,000 box cars.

The National Industrial Traffic League will hold its annual meeting at Chicago, Nov. 14.

The Soo line will extend its road westward 75 miles from North Dakota into Valley County, Mont.

The Ardmore & Waurika Ry. Co. is chartered in Oklahoma for the purpose of building a road from Ardmore to Waurika, Okla.

Buffalo grain interests will make an appeal to the Interstate Commerce Commission to remove the discrimination against lake grain by the railroads.

The Missouri, Kansas & Texas Railroad is reported to have ordered 2,000 box cars. The road is also reported to be asking prices on 2,000 40 foot, 40 ton capacity box cars.

The Interstate Commerce Commission has ruled that rules and regulations of the carriers governing Bs/L on export traffic should be published in tariffs and filed with the commission.

The largest cargo of wheat that ever left Fort William was taken away by the steamer Willis L. King, Nov. 2, for Buffalo. The amount of the cargo is said to have been 425,000 bus.

The Soo Line has awarded the contract for the construction of a 13 mile line, starting about four miles west of Alexander, N. D., and running within two miles of Arnegard, on the proposed extension from Plaza westward.

With a cargo of 204,000 bus. of wheat for the elevators of the Armour Grain Co., the steamer Yosemite grounded in the mud of the Chicago River Oct. 28. It was found necessary to build a dam to raise sufficient water to float the vessel.

The Canadian Pacific announces a new tariff on grain shipments from western Canadian points to Duluth and Minneapolis, effective Nov. 8. The new rates will be the same as those to Fort William, Ont., and will cause large shipments of grain to Duluth and Minneapolis.

A fleet of steamers will tie up for the winter at Port McNichol on Georgian Bay, in order to afford additional storage for the Canadian grain. The vessels will be loaded with wheat at Fort William by the Canadian Pacific and rushed to Port McNichol just at the close of navigation.

Railroads of the northwest are doubling their efforts to avert a car famine. The anti-shortage campaign includes doubling the number of car hunters in the field, bringing up of empties from the east for the flour mills, the loading of cars to full capacity and the close co-operation between the railroads and shippers in release of equipment.

Four railroads were indicted for granting concessions to Omaha shippers of alfalfa by the federal grand jury at Omaha recently. The accused roads are the Missouri Pacific, Rock Island, Burlington and the Wabash. The railroads are charged with having cut rates 4 and 5 cents per 100 lbs.

The annual convention of the National Ass'n of Railway Commissioners will be held at Washington, D. C., Nov. 19. Some of the questions which will be taken up for consideration will be demurrage, car service, delays attendant upon enforcement of railway commission orders, rates, statistics and accounts, etc.

Arguments were begun, Oct. 22, before the Commerce Court on the petition of the Louisville & Nashville Railroad Co., to set aside an order of the Interstate Commerce Commission, prohibiting discrimination against Chicago and Cook County junctions in charging higher proportional rates on coarse grain in carloads via Chicago than via other routes.

Delegations from the Boards of Trade of Peoria, St. Louis, Cincinnati, Louisville, Chicago and other grain centers met at Chicago, Oct. 31, to confer with a committee of the Central Freight Ass'n, to protest against the proposed advance of 1 cent per 100 lbs., on Illinois shipments of grain destined to Peoria, Chicago, Ohio river crossings and the seaboard.

The Southwestern Millers League has petitioned the Interstate Commerce Commission to order the Union Pacific Railroad to furnish cars suitable for flour loading. The petition states that the millers have to go to an expense of 55 cents to \$1.00 to make a car suitable for the safe transport of flour. Grain shippers should join this protest.

Coal dealers are protesting because certain coal companies place from four to six grain doors in a car after the car has been weighed for tare and make no allowance for the weight of the grain doors. The dealers have to pay coal prices for the grain doors and in addition pay freight on them. A loss of \$1.50 to \$1.75 on each car is caused.

Thirty-one per cent of the Erie Barge Canal has been completed in two years, according to the engineers in charge of the work. One-third of the canal remains unfinished, but it is expected the work will be finished by 1915. The lock capacity of the canal has been increased so that barges of 3,000 tons can be locked thru. Such barges will have a capacity of 100,000 bus. of grain.

The New York, New Haven & Hartford Railroad Co. must dispose of its steamship lines in order to conform with the new order of the Interstate Commerce Commission, in the opinion of the railroad's counsel. The Interstate Commerce Commission has ruled that no railroad can own or have an interest in water transportation lines, with which it may compete. The directors of the Southern Pacific are facing much the same problem in regard to the Pacific Mail Steamship Co., which the railroad owns. The Panama Canal legislation affects the Southern Pacific, however, as the bill passed at the last session of congress provides for a toll to be exacted from foreign and railroad owned vessels. In order to escape paying the toll, the Pacific Mail Steamship Co. must divorce itself from the Southern Pacific. The order of the Interstate Commerce Commission, which strikes at the N. Y., N. H. & H. R. R. Co. and others, was designed to regulate rates on the Lakes and Atlantic seaboard.

On pleading guilty to accepting rebates from the B. & O. R. R. Co., Jules Bernard of the forwarding firm of Bernard, Judae & Co., Chicago, was fined \$2,000, Oscar F. Kosche \$3,000, and Maurice Ascher \$1,000. Each of the men was sentenced to one day in jail by U. S. Judge Mayer in federal court at New York. The jail sentences, tho entirely technical in this case are looked upon as a warning that jail sentences will be imposed for future rebating.

The Interstate Commerce Commission amended its original order in the "tap line case", Oct. 31, in such a way that the tap lines will be able to appeal to the Commerce Court for relief. The Commission originally declared that a majority of tap lines are not common carriers and therefore not entitled to receive from the trunk lines allowances or divisions of thru rates. If the order of the Commission is sustained by the Commerce Court, the tap lines will suffer a loss of \$2,000,000 annually.

The Milwaukee Chamber of Commerce in a new complaint filed with the Interstate Commerce Commission attacks the present grain rates from points in western Iowa, southern Minnesota and South Dakota to Milwaukee on the basis of certain differentials over the Minneapolis rates. The railroads have not carried out the last order of the Commission to the satisfaction of Milwaukee and the new suit is intended to equalize thru rates via Milwaukee, in competition with shipments moving via Minneapolis or Duluth.

The Interstate Commerce Commission recently held as a principle that "where there are two routes between the same points over which different rates apply, a shipper who elects to ship his freight via the route carrying the higher rate, is not entitled to an award of damages merely because a lower rate was in force via the other route." The rule was made following a hearing in the case of Willis & Co., Ottawa, Kan., against the Santa Fe Railroad and others, the commission declining to grant reparation on shipments of nursery stock.

The Interstate Commerce Commission laid down the following principle in a recent hearing of the case of Crutchfield & Woolfolk v. Southern Pacific Co. and others: "Where a commission merchant who pays the freight in the first instance has settled with his principal, who, by the terms of that settlement, has paid the freight charges, such commission merchant has no further interest in the transaction, and is not a proper party to maintain a proceeding for the recovery of reparation. But it must appear that the account has been closed; that the freight has been in fact paid by the principal; and that the interest of the commission merchant has been extinguished."

The Waterways Navigation Co., of St. Paul, Minn., has been organized with a capital stock of \$10,000,000, for the purpose of operating power boats and barges on the Mississippi River from St. Paul to New Orleans. The stock of the new corporation is to be subscribed by residents of the towns and cities along the Mississippi, in order to arouse local interest in river navigation. The promoters point out that the Mississippi affords a direct route for grain shipments thru the Panama canal. The company expects to operate fleets of ten barges on the river. In as much as the Mississippi is not an easy stream to navigate, it has been pointed out that the plan of operating fleets of barges is impracticable. It looks like a stock selling scheme.



A reduction in the Union Pacific rate on alfalfa meal from Lexington, Neb., to Omaha is asked by the Nebraska Alfalfa Mill Co., Lexington, Neb., in a complaint filed with the State Railroad Commission. The rate of 14 cents a hundred for alfalfa meal from Lexington to Omaha is said to be unduly high, the rate on corn being 11.9 cents. The Nebraska Alfalfa Mill Co. also charges discrimination, because the rate from Kearney, Neb., to Omaha, a distance of 196 miles, is 10.5 cents, while the distance between Lexington and Omaha is 231 miles.

High officials of the New York Central Lines were accused of rebating at a hearing before James S. Harlan of the Interstate Commerce Commission at Chicago, Oct. 31. The hearing was for the purpose of ascertaining what relation, if any, exists between railroads and coal companies. W. C. Brown, pres., John Crastensen, vice pres., C. F. Daly, vice pres., C. E. Schaff, vice pres., G. J. Grammer, vice pres. (deceased) and J. F. Deems, sup't of motive power of the New York Central Lines, all own stocks and bonds in the O'Gara Coal Co. It is charged that \$60,000 was paid by the railroad company to the O'Gara Coal Co., and that no satisfactory reason has been assigned for the payment.

## FEDERAL TRANSIT RULES Set Aside in Kansas.

By a decision of the Kansas Public Utilities Commission under date of Nov. 1, the Southwestern Millers' League won every point in its case against the railroads, presented at a hearing before the Commission at Topeka, Kan., Oct. 30.

The point at issue was the adoption of new milling in transit regulations for intrastate traffic. As the rules proposed by the railroads were markedly similar to those of the Interstate Commerce Commission, which the grain dealers and millers of the southwest are attempting to have rescinded, the decision of the Kansas Commission in favor of the shippers is regarded as significant.

As a result of the Commission's decision, the rules of the railroads have been modified by the following:

That any quantity of grain product may be forwarded without regard to any ratio of the product to the particular grain, except the loss in milling of one per cent, which should be first deducted from the gross weight of the grain.

That mixed carlots of transit and non-transit articles within the state of Kansas shall be shipped at the proportional car load rate or the balance of the thru rate on the transit portion of such a shipment, and the flat carload rate from the transit point on the non-transit portion, without regard to the weight of any particular portion of the shipment, provided that the mixed carload minimum is observed.

A rule providing that the so-called color scheme or rule shall not apply on Kansas interstate shipments of grain or grain products.

The railroads were desirous of having rules of their own making adopted without the changes asked by the Southwestern Millers League. The rules of the railroads were similar to those ordered for interstate traffic by the Interstate Commerce Commission. In its opinion the Commission said regarding the rules advocated by the railroads: "The effect of the proposed rules would be to raise the total charges on many shipments milled at interior points, altho the rates

themselves might not be advanced. In our opinion the rule providing for a division of product is unjust, unreasonable and inequitable."

## AUTHORITY OF FARMERS Elevator Agent to Sell for Future Delivery Not Implied.

The Supreme Court of Illinois on Oct. 21 denied James E. Bennett & Co., grain commission merchants of Chicago, a review of the decision of the appellate court in the suit brot by the Strawn Farmers Elevator Co., of Strawn, Ill., affirming a judgment of the circuit court of Livingston County for \$1,583 in recovery of checks, a note and part of the proceeds of three cars of corn delivered by John W. Jordan, mgr. of the Farmers Elevator Co. in settlement of losses thru purchases and sales on the Board of Trade.

One of the trades which made the greater part of the loss was a purchase of 10,000 bus. of oats for future delivery, which, when delivery day arrived were taken in and carried on warehouse receipts as cash oats for the account of the Farmers Elevator Co.

Altho the attorneys on both sides had much to say on the validity of Board of Trade transactions the legality of such future trading was not really in question. Judge Willis of the appellate court admitting that the Strawn Farmers Elevator Co. could under its charter deal on the Board of Trade in the manner in which the trades were conducted by Jordan. The question presented is not the scope of the elevator company's power to deal in grain, but the scope of Jordan's authority to bind it in such transactions.

Jordan's contract of employment under which he had entire charge of the business of the elevator company at its two elevators at Strawn and Risk, Ill., was offered in evidence, one clause in which provided that Jordan was "to receive and pay out all moneys and make all contracts necessary in regular transaction of said business of buying, selling and storing grain, to draw drafts and issue checks in the name of the corporation."

This clause would seem to cover the sale of grain for future delivery in carload lots as well as in round lots, as it is a common practice, altho the court may not have been informed of it, for conservative dealers to protect themselves against fluctuation in the market during the time that the farmer is allowed for hauling, or the railroad for delivery to the terminal, by the three forms of sales for future delivery such as acceptance of card bids, sales on the afternoon call or in the pit. Acting under the mistaken belief that trades on the Board of Trade are not regular transactions for the country shipper the Supreme Court decided against James E. Bennett & Co.

The appellate court held Jordan was a local agent and not a general agent, and that even if he were a general agent he could not execute a promissory note. Had the manager been an officer of the company, such as president, his power to issue the company's note would have been unquestioned.

The Supreme Court held that "Bennett knew that Jordan was acting as the agent of respondent and he was bound at his peril to ascertain the extent of his authority. There was no evidence in the record showing knowledge of these transactions on the part of respondent

except such as came to Jordan as its agent. A written confirmation of each purchase or sale made through petitioner was sent by mail addressed to respondent. These were all received by Jordan and it does not appear that anyone else connected with the corporation knew of the transactions. Not having been otherwise informed of these transactions respondent cannot be held to have ratified them."

This seems poor law in view of the fact that Bennett & Co. were careful to address all correspondence and confirmations of trades to the "Strawn Farmers Elevator Co.," with the purpose to acquaint the proper officials of the company with the transactions.

The appellate court instructed the jury that there was no evidence of any gambling transactions. The suit was begun by the elevator company when it discovered that Jordan's transactions had resulted in loss.

Under the foregoing decision of the Illinois Supreme Court, when the manager's contract of employment does not expressly permit sales for future delivery, commission firms handling the business of farmers elevator companies are unprotected unless the manager will show written authority to make Board of Trade or hedging transactions.



Frederick B. Wells, Minneapolis, Minn.  
New Pres. Chamber of Commerce.



# Seeds

L. Teweles has resigned as a member of the com'te on arbitration of grass, and clover seeds of the Milwaukee Chamber of Commerce.

W. H. Maule will erect a concrete seed warehouse at Philadelphia. The building will be fireproof and will cost approximately \$100,000.

Chicago received during October 118,300 bus. flaxseed and shipped 34,000 bus., against 122,100 bus. received and 52,000 bus. shipped during October, 1911.

The Dakota Improved Seed Co. has just completed a new corn drying plant at Mitchell, S. D., having a capacity of about 10,000 bus. on the ear and costing \$3,000.

Baltimore received 5,645 bus. of timothy seed and shipped none during October; compared with 1,351 bus. received and 842 bus. shipped during October, 1911.—James B. Hessong, sec'y Chamber of Commerce.

Minneapolis received 1,657,440 bus. of flaxseed and shipped 366,010 bus. during October; compared with 1,211,930 bus. received and 223,040 bus. shipped during October, 1911.—John G. McHugh, sec'y Chamber of Commerce.

Heyburn, Ida.—Seed acreage in this immediate section of the country is very small. There is not enough grown here to supply the local demand. We believe there will be little seed carried over by dealers in this part of the country.—M. E. Watson & Co.

Topeka, Kans.—We have a large crop of farm seeds, such as millet, cane, kafir corn, milo maize and alfalfa. Grass seed was a good crop and the yield of timothy was fair. Corn was excellent and we shall have some fine seed to offer this season.—Hayes Seed House, by E. R. Hayes, mgr.

Mr. Wiley, formerly with J. Bolgiano & Sons, seed and implement dealers, Baltimore, Md., has established a seed and farm implement store near Mt. Washington in Baltimore County. Until the firm dissolved, Mr. Wiley was manager for S. L. Lamberd & Co., agricultural implement dealers at Baltimore.

Cincinnati received 4,089 bags of clover seed, 22,002 bags of timothy seed and 26,192 bags other grass seed during October, 1912, and shipped 657 bags clover seed, 8,530 bags timothy seed and 20,487 bags of other grass seeds during the same month.—William Culkins, sup't Cincinnati Chamber of Commerce.

The New Albany Seed & Implement Co., New Albany, Ind., has succeeded to the retail interests of the New Albany Supply Co. The new company has been incorporated with a capital stock of \$5,000. The directors are Herman W. Brown, Sr., Louisa Brown and Henry Goetz. Mr. Brown, manager of the company, has been in the seed business at New Albany for the past 44 years.

During the quarter ending June 30, 1912, seeds were imported into the United States as follows, according to report of O. P. Austin, chief of the Bureau of Statistics: Castor beans, 254,713.25 bus.; alfalfa, 2,668,284 lbs.; alsike, 357,941 lbs.; crimson clover, 749,307 lbs.; red clover, 3,846,433.50 lbs.; white clover, 39,409 lbs.; all other varieties of clover, 790,711 lbs.; hairy vetch, 341,388 lbs.; spring vetch, 178,849 lbs.; flaxseed, 3,376,821.34 bus.

F. P. McFadden, Twelve Mile, Ind., has completed an addition to his plant, 54x20 feet, in which he has installed a seed cleaner, operated by a 2½ h. p. gasoline engine. He has also added an elevator to elevate the seed into the cleaner. Thus far this season, Mr. McFadden has handled 1,200 bus. of clover seed. Farmers are still threshing seed in the neighborhood. Most of the seed is of excellent quality.

Toledo received 15,516 bags of clover seed, 627 bags of alsike, and 10,417 bags of timothy during October, compared with 4,770 bags of clover seed, 1,275 bags of alsike and 817 bags of timothy in the corresponding month of 1911. Shipments included 2,063 bags of clover seed, 40 bags of alsike and 3,163 bags of timothy in October, against 1,273 bags of clover seed, no alsike and 40 bags of timothy seed in October, 1911.

Some shippers continue to roast Toledo, claiming we are too hard on the grade. It does not matter much what you call the seed, it must be sold by sample and on its merits, and so far the biggest percentage has been N. E. G. seed and nothing else. No doubt many shippers paid too much for the early arrivals, buying it too close to prime, before they knew that there was going to be a large amount of this seed and big discounts. You can't blame the dealers for not paying more because they must stand pat on it and pay carrying charges until next spring.—J. F. Zahm & Co.

To prevent soy bean seed from heating when bulked together in large quantities, which is likely to happen if the beans are not dry when threshed, the government suggests the following method of storing in Farmers Bulletin No. 514: The beans are allowed to remain in the stack for a month to six weeks, when they will be very dry. After threshing, the seed is put in burlap sacks and ricked up in a well ventilated place. In ricking, the sacks of seed are placed in pairs across each other. This method gives plenty of space between the sacks and affords good ventilation.

Kansas City, Mo., received 83,928 bus. kafir corn, and 1,000 bus. flaxseed during October, compared with 61,607 bus. kafir corn, and no flax in the same month last year. Shipments included 33,035 bus. kafir corn and 12,000 bus. flaxseed last month; against 36,607 bus. kafir corn and no flax shipped in October, 1911, as reported by E. D. Bigelow, sec'y Kansas City Board of Trade.

Shorts in October clover at Toledo worked hard and delivered the goods. The large longs took the seed, locked it up and smiled. They bought at lower prices and believe in much higher prices later. They were well rewarded last season and are playing on deep velvet. October premium attracted considerable seed here and the receipts were larger than generally expected. What will the November receipts be? Our advices indicate that they will be much smaller. They always are. Prime price will be near or a trifle under the December. Some think March will soon go to a premium. Crop of the world will decide the spring price. European crop appears to be turning out smaller and poorer than last year. Our imports will probably be much smaller than the enormous ones of last season.—C. A. King & Co.

Imports of seeds during the eight months prior to Sept. 1, 1912, included 27,167,937 lbs. of clover seed, 17,238,085 lbs. of other grass seed, 755,461 bus. castor beans and 6,708,925 bus. flaxseed; against 19,007,024 lbs. clover seed, other grass seeds not reported, 644,277 bus. castor beans and 6,536,846 bus. flaxseed during the corresponding eight months of the preceding year. Exports of seeds from the United States during the eight months prior to Sept. 1, 1912, have been 828,056 lbs. clover seed, 1,445,128 lbs. timothy seed, other grass seeds valued at \$228,097 and 4,276 bus. flaxseed; against 1,583,250 lbs. clover seed, 4,970,870 lbs. timothy seed, other grass seeds valued at \$228,049 and 842 bus. flaxseed during the corresponding period of the preceding year, as reported by O. P. Austin, chief of the Bureau of Statistics.



C. E. Lloyd's Elevator and New Concrete Storage House, Washington, C. H., O.  
(See facing page.)



Charles Cline, Abingdon, Ill., has erected a seed corn house, 14x48, heated by furnace with a capacity of 90,000 ears properly hung for drying. It is the fourth building built within the past year. All of the warehouses are equipped with cleaning machinery, operated by electric motors. One of them is equipped with an elevator for distributing the seed to the several bins. Since starting in the seed business at Abingdon a year ago, Mr. Cline's business has outgrown all of his expectations.

London, Eng.—There is now a speculative inquiry for spring sowing seeds, with business passing. The new clover seeds are appearing, prices high in general. New French reds are coming out, qualities mixed, prices reasonable all things considered. Alsikes show fine samples, high prices. Whites: Qualities various, prices high. Trefoil scarce and high in price. In grasses French-Italian, Irish-Italian and perennials show fine samples, medium prices. Cocksfoot and meadow fescue fine samples, cheap samples.—John Picard & Co.

Altho timothy is the typical hay plant of the United States, little attention has ever been given to its improvement, says A. C. True in Farmers Bulletin 514. Unlike the majority of extensively cultivated crops, timothy has not been improved by the segregation of different varieties or races. In the bulletin, which is entitled, "Experiment Station Work," Mr. True advocates selection of timothy seed with a view of establishing better varieties. He suggests that one go over a field carefully when timothy is ripening and choose a number of the best ripe seed heads from tall robust culms, which appear to come from good plants. Preserve the heads for seed, threshing each head separately. Sow them immediately, in boxes about 2 feet long by 1½ feet wide and 4 inches deep. The soil in the box should be taken from some location where there has been no timothy and no likelihood of timothy seed in the soil. Plant the seed in short rows, with a distinguishing mark for each variety. Sow thickly and thin out later. About Sept. 15, transplant where the plants may remain undisturbed for two years. When the plants reach the stage for cutting in the second summer, the final selection of the best individuals can be made.

## From the Seed Trade.

Hamburg, Germany, Oct. 17.—On account of damage caused by last year's drouth and this year's wet summer, Germany will have practically no red clover crop. The home demand promises to be the largest in years. In southern France, the red clover crop is satisfactory and considerable seed will be exported. The central part of France, on the other hand, reports small returns and the seed stained by rain. Only trifling amounts will be available for export. The quality of the red clover in southern France is fair, with a nice color but very ribby. The yield in Italy is better than in previous years. The seed is of good appearance, partly bold grained and clean.—R. Liefmann Sons, Succ.

Camden, O.—Clover seed in southwest Ohio is short this year and will probably be about 30% of a normal crop. Mammoth clover is very short and medium clover will not be sufficient for home demands. Alsike is a failure; will have to ship in to meet our requirements. We shall probably have enough timothy to meet home demands. This is unusual and the first time in a decade that we have grown so much timothy seed. Sorghum and millet seed are many times usual production. Millet is selling for 50 cents per bushel and is going into the hands of dealers, who will store it, presumably for an increase in the price. No farm seeds carried over from last year, to any large extent. All demands this season must be met from seeds produced in the current year.—The Payne & Eickenberry Co.

Lincoln, Neb.—The past season has been unfavorable to most lines of seed in this state. This fact linked with the lower price of alfalfa and timothy seed, prevented the farmers from harvesting the crop for seed. Cutting it for hay was more profitable. As a result, our timothy and alfalfa crops—the two main seed crops raised in this territory—are extra light. Clover seed is light from the fact that most of it has been winter killed or dried out during the summer months. Millet is a larger crop this year than for the past year or two, which have been below normal. We consider it about normal this year. Cane seed is somewhat heavier than a year ago. But little seed was car-

ried over from last year by the farmers and the seed houses are pretty well cleaned out.—Griswold Seed Co.

## Canadian Seed Crop Conditions.

The wet season produced a rank growth in the second crop of red clover. The bloom appeared quite profuse, but spread over a long period. The yield of seed per acre is precarious and quite low considering the tonnage of straw. The seed has not ripened uniformly, and most farmers' samples show a large per cent of brown immature seeds.

The alsike seed crop is an important one in central Ontario. The area available for seed was this year very much reduced, and the yield per acre and quality of the seed are below the average.

There is a shortage in the supply of seed for field peas. Perhaps because of the labor required in handling this crop the area devoted to peas has been very much reduced, even in the northern districts where the pea weevil does not give serious trouble. The crop has suffered from excessive wet much more than the cereals.

The unusual shortage and extremely high price of timothy seed last year is being followed this year by an abundant supply and commensurately low prices. The saving of timothy seed this year has been very general in all parts of North America and Europe where timothy is grown. Quite large areas have been left for seed on farms and in districts throughout the east of Canada that had not produced timothy seed during the past fifteen years. The quality of the seed on the whole is good, except that very little is available that has not been perceptibly discolored by wet, which affects its commercial but not necessarily its real value.—Geo. H. Clark, Seed Commissioner, Ottawa, Ont.

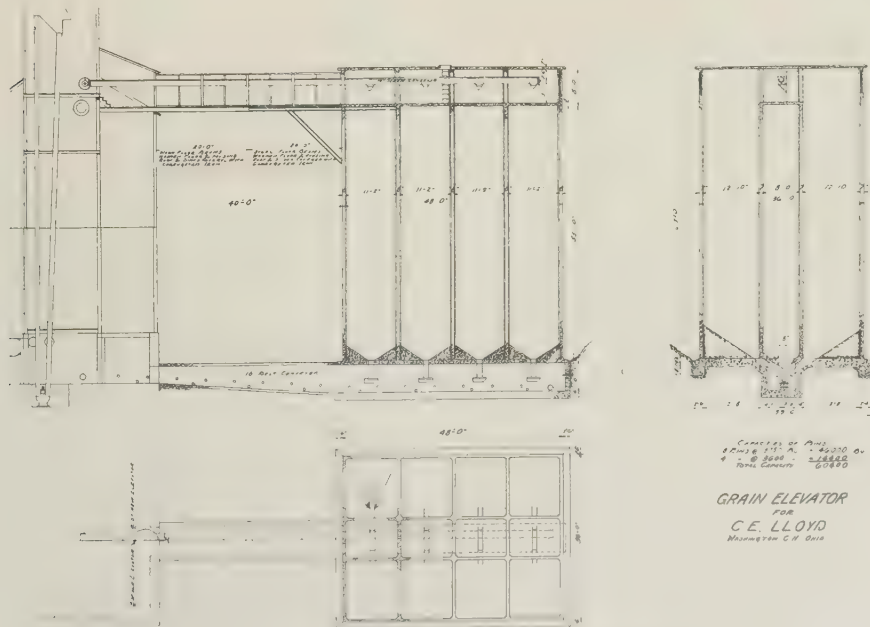
## A 60,000 BU. CONCRETE STORAGE HOUSE.

Washington C. H., the county seat of Fayette County, Ohio, is blessed with three railroads and naturally handles considerable grain in transit. One of its enterprising grain companies, the Lloyd Grain & Elevator Co., which was already supplied with a well-equipped elevator, a drier and a moisture tester, decided that it would be in much better condition to do business if it added fireproof bins for storing grain. Accordingly the contract was let to the Macdonald Engineering Co. for the concrete annex illustrated herewith, and in order to reduce the fire hazard the annex was built 40 ft. from the handling elevator.

The concrete annex is 36x48 ft. on the ground and 63 ft. above the ground, the bins being 55 ft. deep. The row of bins down the middle of the house are 8 ft. x 11 ft. 2 in. The two outside rows of bins are 12 ft. 10 in. x 11 ft. 2 in. All bins are hoppers, so that grain can readily be drawn from any onto an 18 in. rubber belt conveyor running in the 9 ft. tunnel underneath.

The concrete cross walls of the bins are 8 in. thick, while the longitudinal walls are 7 in. thick and reinforced with steel. The roof is formed of 7 in. concrete slabs.

Grain is taken into the bins thru a conveyor gallery from the working house to a well-lighted cupola by means of a 14 in. screw conveyor and diverted to any of the 12 bins by means of four turn-heads placed at convenient points in bottom of conveyor box.



Plans of C. E. Lloyd's 60,000 bu. Concrete Annex, Washington, C. H., O.  
(See facing page.)



# Grain Trade News

## ARIZONA.

Phoenix, Ariz.—I have succeeded J. L. Mead and am in the grain brokerage and commission business.—T. Hopkins.

## CALIFORNIA.

Fowler, Cal.—The Valley Hay & Grain Co. of Fresno, has leased a site on the Sou. Pac. R. R. and will build a warehouse and sheds at once, starting a branch office here. J. E. Ryan is the local mgr.

Receipts of grain at San Francisco during October included 29,835 tons of wheat, 21,792 of barley, 6,985 of oats, and 378 tons of corn; compared with 22,032 tons of wheat, 15,936 of barley, 4,620 of oats, and 292 tons of corn received during October, 1911. Receipts of beans were 172,370 sacks, compared with 265,948 sacks received a year ago.—H. Bunker, chief inspector Chamber of Commerce.

## CANADA.

Baxter, Ont.—P. J. Mitchell & Co. will build an elvtr.

Aylesbury, Sask.—Aylesbury Farmers Elvtr. & Trading Co. incorporated.

Saltcoats, Sask.—J. E. Parrott has taken over the elvtr. of the Imperial Elvtr. & Lbr. Co.

Saskatoon, Sask.—The Early Grain Co. is building a large grain warehouse and will later build a 20,000-bu. elvtr.

Lethbridge, Alta.—The Taylor Mlg. Co. has completed elvtrs. at Brant, Carman-gay, Coutts, Milk River and Vulcan.

Cardston, Alta.—J. M. Tanner is interested in the organization of a farmers elvtr. company to build a \$7,500 elvtr.

Ft. William, Ont.—C. Brikett, mgr. of the Bank of Hamilton at Treherne, has been appointed sec'y of the Grain Commission with headquarters in this city.

Winnipeg, Man.—C. C. Castle, former warehouse commissioner, has been appointed by the Board of Grain Commissioners registrar of warehouse receipts.

Gananoque, Ont.—W. E. Pearce Co. incorporated to deal in grain and grain products; capital stock, \$20,000; incorporators, W. E. Pearce and C. A. Thomson.

Milden, Sask.—I am now agt. of the State Elvtr. Co. at this station, having formerly been agt. of the Imperial Elvtr. Co. at Kennedy, Minn.—P. H. Peterson.

Calgary, Alta.—According to rumor, the Alberta Pacific Elvtr. Co. not only intends to control the elvtrs. of this province, but will also buy up several line companies in the South and North, and build terminal elvtrs. at this point, Medicine Hat, Edmonton and New Westminster.

Regina, Sask.—A site has been selected for the 1,000,000-bu. elvtr. of the Regina Storage & Drying Elvtr. Co. A drier will also be built and much of the grain now going to Ft. William will be dried here, relieving the congestion at that port. L. A. Rounding is sec'y of the company.

Moose Jaw, Sask.—Grain dealers recently held a meeting in this city and decided to organize a grain exchange, appointing E. J. Caldwell as temporary chairman. The name of the exchange will be chosen at a later meeting when the com'tee appointed to draw up the constitution and by-laws is ready to report. The exchange will occupy the quarters of the Saskatchewan Stock & Grain Exchange Co. Many grain firms in Winnipeg have sent word that they will open branch offices in this city as soon as the exchange is established.

Winnipeg, Man.—A conference between the grain commission, the railroad commission and representatives of western railway lines will be held in this city at an early date, to settle the question of railway facilities for the Manitoba sample market to be established here. Chairman Magill of the grain commission has also taken up with the trade and commerce depts. a number of features intended to facilitate the rapid movement of grain and prevent a blockade. He says that at present the railroads are making every effort to handle the enormous crop that is pouring into the terminals.

Vancouver, B. C.—F. E. Gibbs, member of the Grain Com'n, recently said: "The grain com'n of Canada received presentations that the Dominion government should have a grain elvtr. in Vancouver. The com's'ners have informally considered the matter, but have scarcely made up their minds. We do, however, feel that the future will justify an elvtr. in Vancouver of, say, 750,000 bus. capacity. One of the chief objections to shipping grain via Vancouver and the Panama canal is the moisture in the wheat from the prairie provinces. In the case of Oregon and California, the grain has only 6 to 7% moisture, while in the grain from the prairies from 11 to 13%.

Montreal, Can.—The Harbor Commissioners have notified the Corn Exchange that on account of the congestion at this port, they will allow 30 days' free storage from now to the end of the year, the same as the G. T. Pac. Ry. Co., and that Elvtr. No. 2 is now ready to handle grain excars and to make deliveries from same to boats at different berths. The notice followed that of the Can. Pac. Ry. Co. to the exchange to the effect that the railroad company would not handle grain consigned to the Harbor Commissioners' Elvtrs., unless consignees would take the responsibility of the storage of their consignments after the expiration of the 10 days free storage allowed. L. L. Henderson, mgr. of the Montreal Transportation Co., also sent the following notice to the exchange: Owing to the congested condition of the Harbor Commissioners' and G. T. elvtrs. here, and the consequent slow dispatch in unloading river barges, we cannot, until discharging conditions are improved, assume any responsibility for delay in the forwarding from Kingston, Prescott or Port Colborne, of grain which may be transhipped at these points in our care for furtherance to Montreal.

## COLORADO.

Walsenburg, Colo.—L. E. Raymond is mgr. of the new elvtr. of the Walsenburg Merc. Co. The elvtr. was built by the P. H. Pelkey Constr. Co.

Denver, Colo.—The Denver Grain Exchange Ass'n will move from the Chamber of Commerce Bldg. into more commodious quarters Dec. 1, in the Sugar Bldg.

## ILLINOIS.

Lane, Ill.—We have succeeded Boyce & East.—Boyce & Edwards.

Danville, Ill.—Ferguson & McConnell have succeeded R. B. McConnell.

Frankfort, Ill.—We are putting in a 35-h. p. boiler for our engine.—H. F. Stellwagen.

Alvin, Ill.—The Farmers Elvtr. Co. has secured its charter, the capital stock being given as \$7,000.

Mt. Auburn, Ill.—Mr. Armstrong succeeded Mr. Zanesmeister as mgr. of the Farmers Elvtr. Co., Nov. 4.

East Lynn, Ill.—E. L. Merritt, of Ross-ville, has bot the elvtr. of J. A. Mouch & Co., and is now in possession.

Aurora, Ill.—Frank H. Stimple filed a petition in bankruptcy Oct. 23, placing his liabilities at \$6,000 and assets at \$2,000.

Catlin, Ill.—R. K. Byerly will install two Hall Signaling Grain Distributors and two Hall Ear Corn Distributors in his elvtr.

Ludlow, Ill.—A large 60-h. p. boiler and engine is being installed in the elvtr. of E. D. Risser & Co., and a drier is being built.

Ogden, Ill.—A. E. White, for the last seven years mgr. of the Zorn Grain Co., at this station, has tendered his resignation.

New Windsor, Ill.—I sold my elvtr. here to the farmers company and it will be operated as the Rivola Grain Co.—M. E. Roberts, Joy, Ill.

Cullom, Ill.—M. R. Meents & Sons, of Ashkum, have bot the elvtr. of Hargreaves & Brady, taking possession Nov. 1. Geo. E. Mellen will be mgr.

Pittsfield, Ill.—C. P. Cummings, formerly cash grain mgr. of the Elmore-Schultz Grain Co., is now buying grain for us.—M. D. King Mlg. Co.

Windsor, Ill.—The Windsor Grain & Elvtr. Co. has bot a moisture tester and installed it in the drug store of P. G. Matzen, where tests will be made.

Yorkville, Ill.—The Central Grain, Lumber & Supply Co. has purchased two Hall Signaling Grain Distributors, and the Farmers Elvtr. Co. has also bot two.

Greenview, Ill.—The Central Illinois Grain Co. has built a brick cob burner, 18 ft. in diameter and 20 ft. high. The Farmers Elvtr. Co. is also building a similar one.

Lenzburg, Ill.—My brother-in-law Wm. Huth is now in the grain business at this station. He has an elvtr. of 5,000 bus. capacity on the I. C.—Peter Haupt, New Athens.

Sandwich, Ill.—Frank B. Neil, formerly mgr. of the Farmers Elvtr. Co., of Arlington, has been elected mgr. of the recently finished elvtr. of the Farmers Elvtr. Co. of this city.

Strawn, Ill.—The decision of the Illinois Supreme Court in the case of the Farmers Elvtr. Co. against Bennett & Co., is given elsewhere in this issue of the Journal.

Cairo, Ill.—The Delta Elvtr. of the Magee Grain Co. will not be taken over by A. W. Lynch, mgr. of the company, as reported, Mr. Lynch having decided to remain in his present position.

Palmer, Ill.—The Farmers Grain Co. has leased the elvtr. of Twist Bros. for a term of years with an option on buying it. Wm. Clark will be mgr. of both elvtrs. of the farmers company here.

Cissna Park, Ill.—While adjusting a break in the elvtr. dump, John Brutlag, an employee of the Farmers Grain & Coal Co., caught his hand in the machinery, smashing the third finger.

Chatham, Ill.—The fire loss on the elvtr. of the Farmers Elvtr. Co., burned Oct. 15, has been adjusted and with over \$14,000 on hand, the company will build a new elvtr. and continue business.

Springfield, Ill.—I contemplate doing some business either as a broker or direct buying and selling, operating as the Wheeler Grain Co., the firm existing in name only at present.—C. N. Wheeler.

Rockford, Ill.—Gilmore-Thayer Co., incorporated to deal in grain, fuel, cement, etc.; capital stock, \$175,000; incorporators, Warren Gilmore, Wm. W. Thayer, W. Hall, Roy W. Burrit and John G. Balstop.

Campus, Ill.—Jas. M. Maguire, formerly of Maguire Bros., for four years with Sam Finney and recently engaged in the grain elvtr. brokerage business, has been admitted to membership in the Chicago Board of Trade and will act as cash grain salesman for F. J. Delany on the floor.



McLeansboro, Ill.—The McLeansboro Implement Co., incorporated to deal in farming implements, grain, hay, etc.; capital stock \$15,000; incorporators, Jackson S. Lockett, Jos. E. Rawles, F. R. Wilson, J. W. Wright and Geo. Parkhurst.

Decatur, Ill.—Mrs. C. A. Burks has purchased a farm near Lafayette, Ind., and Mr. Burks, who severed his connection with the grain trade some time ago, will remove to Lafayette to manage his wife's farm and deal in farm real estate.

Rumpler sta., Ogden p. o., Ill.—The elvtr. of the Zorn Grain Co., burned Oct. 15, will not be rebuilt for some time. Fred Peyton, former mgr., has accepted a position as mgr. of the grain transfer house of the Ill. Traction System at Clover, no p. o.

Edinburg, Ill.—The new elvtr. of O. H. Rink is nearing completion and will be ready to handle grain in a week or two. The finished building will be 80 ft. high. It will be equipped with two Hall Signaling Small Grain Distributors and two Ear Corn Distributors of the same make.

Peoria, Ill.—Chas. F. Hitchcock, who in 1861 conducted a grain business in Sparland, died Oct. 23, after a lingering illness of over a year's duration. From 1874 to 1884 he was in the grain and commission brokerage business in this city, but at the time of his death was engaged in the realty business.

Sicily sta., R. F. D. Pawnee, Ill.—The Farmers Grain Co. is building a studded annex to its elvtr., 28x32x50 ft. to the plate with cupola 18x28x12 ft. high, equipped with one leg, 7x14 in. cups, B. S. Constant Manlift, new sheller. The repairs are being made by the Decatur Constr. Co.—Frank E. Harris.

Thompson Corners, Minooka p. o., Ill.—The new elvtr. of the Central Grain, Lbr. & Sup. Co. will be of cribbed construction with iron siding and will be equipped with a 20-h. p. Fairbanks-Morse engine. The house is now under construction by the Burrell Eng. & Constr. Co., and is located on the new Fox & Illinois Union Electric road.

Peoria, Ill.—James Barr, member of the board of supervisors, charged by members of the Board of Trade with conducting a "fence" for grain stolen from cars in the yard and sold to him by small boys, was found "not guilty" Oct. 24, the evidence tending to show that the grain bot by Barr was represented as sweepings by the boys who sold it.

Mattoon, Ill.—The elvtr. of the Farmers Mfg. & Grain Co., burned by incendiaries Oct. 23, was located at this station and not at Lincoln, as erroneously stated in this column Oct. 25. Two suspects, "Jap" Tudor and Dick Gasaway, were apprehended the morning after the fire, having been trailed by bloodhounds. Both deny their guilt, but it is believed that they are shielding a man "higher up." No conclusive evidence has been produced, however. The state fire marshal is investigating the matter, and, with the owners of the elvtr., will make every effort to locate and punish the man or men instrumental in hiring the firebugs. The actual loss on the building will reach \$6,700, the loss on grain amounting to \$1,000.

Springfield, Ill.—We will begin in a few days to examine and compile the reports of the inspectors we have on the road investigating the car shortage, with a view of getting all the information possible for the use of the Commission. Generally speaking, the car situation does not look good for the shippers, in my judgment; I mean by that, when the new grain begins to move, equipment is going to be very short; but we have so organized the matter and have been in conference with the railroad companies so frequently, that I am very sure the distribution of cars will be much more rapid than it has ever been, and whatever trouble arises will be for the want of equipment.—O. F. Berry, chairman Illinois Railroad & Warehouse Commission.

Bryce sta., Woodland p. o., Ill.—Edward F. Gore, of Fowler, Ind., has traded his dry goods business and real estate at that point for the elvtr. and coal yards of the Herron-Patterson Co., the elvtr. being valued at \$24,250.

Farmington, Ill.—The new elvtr. of the Farmington Lumber & Grain Co. has been completed, the first carload of grain being shipped Oct. 16. Since the burning of the elvtr. of E. E. Davis, Oct. 7, the town has been without an elvtr.

Urbana, Ill.—The following have recently become members of the Illinois Grain Dealers Ass'n: Adams Grain Co., Charlotte, N. C.; Richardson Bros., Philadelphia, Pa.; Turner Grain Co., St. Louis, Mo.; A. Bender and The Union Grain & Hay Co., Cincinnati, O.; Burns Grain Co. and S. M. Ratcliffe, Buffalo, N. Y.; R. P. Ransom and U. S. Feed & Grain Co., Memphis, Tenn.; C. A. King & Co., Raymond P. Lipe Co., W. A. Rundell Co., Southworth & Co., Toledo Grain & Mfg. Co., John Wickenhiser & Co. and J. F. Zahm & Co., all of Toledo, O.; W. T. Bradbury, Bellflower, Chapman-Boake Co., Decatur, Ferguson & McConnell, Danville; Conner & Miller, Decatur; C. E. Fletcher, Royal; McLean County Grain Co., Bloomington; B. E. Morgan, Buckley; Roberts & Gullett, Roberts; C. H. Ruple & Co., Galton, and West Bros. Grain Co., Thawville, all of Illinois.—S. W. Strong, sec'y.

## CHICAGO NOTES.

Geo. A. Wegener has been re-elected sec'y of the Grain Receivers Ass'n of the Board of Trade.

CHICAGO CALLERS: S. W. Strong, sec'y Illinois Grain Dealers Ass'n., Urbana, Ill.; H. F. Stellwagen, Frankfurt, Ill.

Harry Rogers, floor salesman for Lamson Bros. & Co., has recovered from a two months seige of typhoid fever and is again on 'change.

The first car of new No. 3 yellow corn to reach this market arrived Nov. 2, consigned to J. H. Dole & Co., from Illinois, selling at 50c per bu.

P. S. Bartlett, for many years with Hulburd, Warren & Chandler, has severed his connections with the firm and will enter the commission business for himself.

The Soo Ry. Co. is reported to have bot the old Chicago property of the Corn Products Refining Co., having a dock frontage of 500 ft. on the river, for \$1,700,000.

The total membership of the Board of Trade Mutual Benefit Ass'n now numbers 913, 37 new names having been recently added. The value to the beneficiaries is \$3,004.13.

E. P. Bacon & Co., of Milwaukee, retain their offices in the Postal Telegraph Bldg., with F. D. Austin as mgr., and have not opened offices in another building, as erroneously reported.

Patrick O'Connor, for 30 years a grain sampler on the board, is mentioned as the possible choice of Governor-elect Dunne to succeed W. Scott Cowen, who has held the position of chief grain inspector for a number of years.

L. J. Bowman, for many years connected with the leading grain firms of the Board of Trade, has returned from a 2-year vacation, and identified himself with Carhart, Code, Harwood Co., resuming the cash grain business.

Four cargoes of spring wheat from Duluth have recently been unloaded into Chicago elvtrs. as No. 1 northern and will add over 500,000 bus. to the stock of contract wheat. One of the cargoes, in the opinion of the grain com'te of the Board of Trade, was not quite good enough for No. 1.

The indictment against John W. Rodgers, resident mgr. for W. H. Holligan & Co., of New York, who was alleged to have had some business relations with the Capital Investment Co., charging him with perjury in connection with the bucket shop cases of the investment company, was dismissed Oct. 23 on motion of U. S. Attorney Wilkerson. Rodgers denied the allegation.

Applications for membership in the Board of Trade have been made by Hermann D. Lapp, Jessie Briegel, T. H. Foster, Chas. F. Fox and James S. Bocock. H. F. Bartling, W. A. Stickney, Allen J. Cameron and L. J. Bowman have been admitted to membership. The memberships of Wm. D. Card, Wm. Lorimer, Jr. and John H. Morrell have been posted for transfer.

The establishment of a common interchange at the clearing yards, thus relieving the congestion in the freight yards of the downtown districts, has been made possible by a lease between the Chi. & Western Ind. Ry. Co. and the Belt Railway of Chicago. Under the provisions of the lease the Belt railway, including eight additional railroads which have been admitted to the company, will secure for a period of fifty years the use of the clearing, or Stickney, yards, and additional tracks and yards to be built by the Chicago & Western Indiana.

Receipts of grain at Chicago during October included 5,161,400 bus. of wheat, 7,616,000 of corn, 17,857,100 of oats, 660,300 of rye and 3,717,300 bus. of barley; compared with 2,067,900 bus. of wheat, 6,880,950 of corn, 9,206,000 of oats, 329,000 of rye and 3,888,100 bus. of barley received during Oct., 1911. Shipments for the month include 3,606,250 bus. of wheat, 6,853,300 of corn, 14,642,500 of oats, 265,600 of rye and 542,500 bus. of barley; compared with 2,332,800 bus. of wheat, 7,753,250 of corn, 5,550,400 of oats, 133,000 of rye and 664,400 bus. of barley shipped during October, 1911.

Complaints are being made because the inbound carriers fail to present freight bills promptly within the time prescribed by the rules. The carriers have assured us that hereafter freight bills will be furnished promptly after the weights are received. By fixing the responsibility for delay in furnishing freight bills, the evil may be remedied. Therefore, members of the Board are requested to send me information of delayed freight bills, giving the name of the railroad, car numbers and initials, kind of grain and dates of arrival and unloading.—W. M. Hopkins, mgr. Transportation Dept.

The Grain Receivers Ass'n of the Board of Trade has petitioned the directors to make the following amendment to rule 21: that on the last 6 days of any month the seller may elect to tender on contracts for regular delivery grain in carloads, actually arrived and in Chicago switching districts which has been inspected by the State Grain Inspection Dept. of Illinois as grades which are under the rules made regular for delivery on regular contracts. The amendment is asked "for the purpose of giving grain that arrives during the last few business days of the month and has been classified into contract grades the benefit of any stress in the market that may be occasioned by the congested condition of any specific month's delivery." It is also claimed that the amendment "grants specific benefits to the buyer who is obliged to accept such deliveries, viz: that he has the privilege of ordering such grain to any point for transfer or unloading or for shipment, providing only that settlement and adjustment shall be made on such lots as is ordinarily provided in the handling of sample grain."

## INDIANA.

Whitestown, Ind.—A new feed grinder has been installed in the elvtr. of Jenkins & Cohee.

Rob Roy, Ind.—I have bot the elvtr. of the Rob Roy Grain Co.—H. L. Harrington, Attica, Ind.

LaFayette, Ind.—Geo. W. Bingham has succeeded J. V. McGinley as mgr. for E. W. Wagner & Co. in this city.

Indianapolis, Ind.—The Indianapolis Board of Trade is sending out a circular showing the steady increase in grain receipts at that market for the past 10 years and calling attention to the advantages of that market.



San Pierre, Ind.—We have recently purchased an elvtr. here. Ora C. Lasley is our mgr.—O. A. & W. S. Lasley.

Twelve Mile, Ind.—F. P. McFadden has built a warehouse 54x20 ft., divided into four rooms for coal, salt, flour, feed and a seed cleaner.

Oxford, Ind.—The Oxford Grain Co. is contemplating the erection of a new elvtr. in the spring. Additional coal bins will be built this fall.

Clarks Hill, Ind.—John Doan, of Thornstown, has bot the elvtr. of Mollett Grain Co., paying \$10,000. The sale was made by Jno. A. Rice.

Kirklin, Ind.—The Kirklin Grain Co., incorporated to deal in and own grain elvtrs; capital stock, \$15,000; directors, L. S. Moore, A. L. Hiatt and J. H. Sample.—M.

Huntington, Ind.—We will erect a small elvtr. in the future, but are not in the market for supplies at present. We operate under the name of Silver & Gezleschter.—A. C. Silver.

Winchester, Ind.—Goodrich Bros. have let contract for a new elvtr. 160x60 ft. on the ground and 2 stories high, the building to be completed within 6 weeks. An office 60 ft. square will also be built.

New Waverly, Ind.—Elvtr. Mgr. A. J. McFadden is the proud father of a new boy. The future elvtr. mgr. is also the delight of his grandfather, F. P. McFadden, of Twelve Mile, who operates several elvtrs.

Wanatah, Ind.—S. D. Bailey & Co. have let contract for a 10,000-bu. elvtr. to be built in connection with the old mill building, to the Burrell Eng. & Constr. Co. It will be equipped with sheller, cleaner and 25-h. p. engine.

Evansville, Ind.—Plans are said to have been made by local parties for the erection of a \$50,000 warehouse and elvtr. on the river front, the intention being to handle corn from boats, and shelling it, before it is reloaded on the boats and shipped.

Petersburg, Ind.—Fire early one morning last week destroyed the Rodimel grain store, loss of \$12,000, partly covered by insurance. The fire is supposed to have been of incendiary origin, men with dark lanterns being seen about the place. The plant will be rebuilt.—M.

Indianapolis, Ind.—The first new corn to reach this market arrived Oct. 26 from Illinois. The shipment consisted of 4 cars of white corn, all inspected for my account. Corn was in very nice condition, practically free from rotten corn, grading and selling as follows: 1 car each No. 3, 18% moisture, Peoria rate 54c; 1 car No. 4, 20 1/5% moisture, 53c; 1 car No. 4, 20 3/5% moisture, 52c, and 1 car sample, 21 2/5% moisture, 52c.—Bert A. Boyd.

Crawfordsville, Ind.—The Kirkpatrick Grain Co. has been unable to obtain cars from the Clover Leaf Ry. Co. for the transportation of oats to eastern markets, for some time and with 53,000 bus. of oats on hand and new corn ready to move, it was decided to make complaint to the state railway commission of the refusal of the railroad company to provide the required cars. Wm. Dicks, one of the directors, visited the Commission at Indianapolis, with the result that the Clover Leaf has provided sufficient cars ever since.

Indianapolis, Ind.—We are going to endeavor to "pull off" one of the best prize grain contests at the midwinter meeting of the Indiana Grain Dealers Ass'n in this city the last of January, that has been seen for many years. The exhibit held in connection with the January meeting last year was very satisfactory and successful, but the Board of Trade has recently taken steps to provide funds for a more extensive exhibit this year, the grain com'te taking an active part in the work and recommending a larger appropriation for prize money than was allowed at the last contest. A special com'te has also been appointed to secure special prizes from the business men.—Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n.

Atkinson, Ind.—The elvtr. recently bot by Evans, Pagett & Shackleton, of Fowler, Ind., will be operated under the name of the Atkinson Grain Co. Frank Pagett will be mgr.

## IOWA.

Nugent, Ia.—The Jackson Grain Co. is erecting an elvtr.

Estherville, Ia.—Harper & Ward of Des Moines are opening an office here.

Holland, Ia.—The Farmers Elvtr. Co. has bot a Hall Signaling Grain Distributor.

Wellsburg, Ia.—I have leased the elvtr. formerly leased by D. J. Peters.—M. H. Tjaden.

Dysart, Ia.—The Tama-Beton Grain Co., organized; capital stock \$15,000; E. Minckel, pres.

Cedar Rapids, Ia.—Arthur Banta is now manager of this branch office of Lamson Bros. & Co.

Ames, Ia.—The Iowa Corn Growers Ass'n will hold its annual corn show in this city Jan. 1 to 16, 1913.

Onawa, Ia.—The Farmers Elvtr. Co. is installing two Hall Signaling Grain Distributors in its new elvtr.

Slater, Ia.—H. O. Halverson has succeeded C. T. Larson as mgr. of the elvtr. of B. A. Lockwood Grain Co.

Rockwell City, Ia.—Mr. McCalls, of Lavinia, has succeeded me as mgr. of the Farmers Elvtr. Co.—L. R. Irons.

Fostoria, Ia.—I am now agt. for the Fostoria Elvtr. Co.—L. R. Irons, former agt. Farmers Elvtr. Co., Rockwell City.

Pioneer, Ia.—The elvtr. of Dolder Bros., well filled with grain, burned recently. Three loaded cars were also consumed.

Buffalo Center, Ia.—The Farmers Elvtr. Co. is installing a Gade Bros. Mfg. Co. 6-h. p. Gasoline Engine in one of its elvtrs. at this station.

Greene, Ia.—W. A. Robinson, of Elmington, Ill., has bot a half-interest in the elvtr. of Harvey Drew and will take possession Feb. 1.

Nevada, Ia.—We are installing new automatic scales and moisture testers at four of our stations.—R. A. Frazier, of R. A. Frazier & Sons.

Watkins, Ia.—We have bot and wrecked an old elvtr. here and are erecting a new one on its site. The Newell Constr. Co. is doing the wrk.—Iowa Grain Co.

Norway, Ia.—We have bot and remodeled the elvtr. formerly leased of Studt & Satge by the King-Wilder Grain Co. New scales, engine and machinery have been installed.—Iowa Grain Co.

Grinnell, Ia.—The Farmers Elvtr. Co. has decided to build an elvtr. near the present house, which will be rebuilt when the new one is finished into flour and feed rooms and corn cribs and coal sheds. The improvements will cost \$5,000.

The employers' liability and workmen's compensation bill providing for a state insurance fund, to be administered by an industrial accidents commission from which the employer has no appeal, is being opposed in all parts of the state and will be bitterly fought when introduced at the next session of the state legislature. The bill was drafted by the Iowa Commission.

Williamsburg, Ia.—While working near the main shaft in the basement of the elvtr. of the Jackson Grain Co., Oct. 29, Arthur Jones had a narrow escape from an instant and horrible death. His clothing caught in a projecting set-screw and in an instant he was wedged against a heavy grain spout, running close to the shaft. In less than a minute every piece of clothing with the exception of his shoes, stockings and the one wristband of his shirt were torn off his body. To the fact that the heavy spout is so close to the shafting that it prevented him from being revolved around the shaft, he owes his life and his miraculous escape with only a few bruises and contusions.—W. F. Harris.

## KANSAS.

Prairie View, Kan.—Jacob Tillema has bot the elvtr. of Dan Thomas.

Cawker City, Kan.—Work has begun on the new elvtr. of the Farmers Elvtr. Co.—S.

Atchison, Kan.—The Blair Elvtr. Co. is building a drier, 49 ft. high, on a concrete foundation.

Mineola, Kan.—A farmers elvtr. company has been organized to build an elvtr. S. A. Stateler is pres.

Fowler, Kan.—A farmers elvtr. company has been organized with V. G. Howard as pres., to build an elvtr.

McLouth, Kan.—Sykes & Glynn are not in the grain business at this station, as erroneously reported in this column.

Corwin, Kan.—Geo. E. McFarland has purchased the elvtr. at this station formerly operated by Ora Loughead.—S.

Powhattan, Kan.—The J. H. Kinnear Grain Co. has been improving its elvtr. building a new brick power house.—S.

Milan, Kan.—W. H. Butterfield has succeeded Geo. Snyder as mgr. of the Aetna Mill & Elvtr. Co., Mr. Snyder resigning.

Robinson, Kan.—Charles A. Geiger has recently completed extensive improvements on his elvtr., and now has one of the most modern elvtrs. in this section of the state.—S.

Lebo, Kan.—John M. Black's elvtr. was struck by lightning the night of Nov. 5th and the elvtr., together with its contents, detached warehouse and office were completely destroyed. Loss, \$7,500.—S.

Topeka, Kan.—The new transit rules issued without the authority of the Public Utilities Commission were discussed at a meeting Oct. 30, called by the Commission, the railroads being cited to appear and show why the new rules should be enforced.

Chaffin, Kan.—The Chaffin Grain, Fuel & Stock Co. suffered a small loss by fire in its elvtr. Oct. 26. The main driving shaft ran thru a bin, and on account of the heavy load of wheat the shaft protection was forced against the shaft, causing friction.—S.

A yellow covered booklet entitled "Why They Like Kansas" has been issued by F. D. Coburn, sec'y of the Kansas State Board of Agri. It contains some 60 statements in prose and poetry signed by prominent Kansas citizens, giving a thousand reasons, more or less, why Kansas is the state for "folks and crops and weather and health" and lots of other things.

## WICHITA LETTER.

Grant Hibarger, of Amarillo, Tex., has bot the Board of Trade membership of H. I. Marrill.

The city office of the Empire Grain Co., of Fort Worth, has been reopened with Mr. Ransom in charge.

The old rule of the Frisco Ry. Co. of permitting two or more stops on grain, became effective Oct. 28, for the second time, having been discontinued Oct. 12, when a new rule allowing only one stop went into effect.

George Koch, of the Geo. Koch Grain Co., thru his attorney, I. H. Stearns, has filed three suits in the City Court of this city, against The Atchison, Topeka & Santa Fe Ry. Co., to collect losses on grain shipped by him from Garden Plain, Kan., to points in Kansas and Texas. Mr. Koch alleges that a portion of the grain that was shipped did not arrive at its destination, and that the railroad company is responsible for the loss. These suits will be of general interest to grain dealers, as their loss because from leakage of cars or other reasons is considerable. Heretofore, in many instances the railroads have offered part payment or have refused payment entirely, and Mr. Koch has determined to hereafter collect his losses in full. Other cases of similar nature will be filed later.—J. H. Sherman, sec'y Board of Trade.



Receipts of grain at Wichita during October included 1,347,600 bus. of wheat, 58,800 of corn, 24,500 of oats and 20,000 of kafir; compared with 944,900 bus. of wheat, 86,000 of corn and 54,000 of oats received during October, 1911. Shipments for the month included 633,000 bus. of wheat, 42,000 of corn, 21,600 of oats and 18,000 of kafir; compared with 624,800 bus. of wheat, 75,000 of corn and 43,000 of oats; shipped during October, 1911. Jas. H. Sherman, sec'y Board of Trade.

## KENTUCKY.

Henderson, Ky.—A. Waller & Co. have filed an amendment to their charter increasing their capital stock from \$60,000 to \$600,000.

Glendale, Ky.—An early decision is expected in the case of the Glendale Grain Co. The special commissioner appointed to hear the evidence has allowed G. M. Rider, who is suing his partner, J. H. Ashlock for \$450 in salary and a claim of \$457.

## LOUISIANA.

New Orleans, La.—Wheat and oats exports from New Orleans during October have been exceptionally heavy, showing an increase of over 2,000,000 bus. of wheat and 61,000 bus. of oats over the corresponding month of 1911. The total number of bus. shipped during the month amounted to 2,135,202 bus. of wheat, 104,640 of corn and 63,625 bus. of oats; compared with 123,940 bus. of wheat, 165,466 of corn and 2,410 bus. of oats exported in October, 1911. For the season starting Sept. 1, the exports are 3,541,382 bus. of wheat against 187,940 bus. for the same period of 1911, an increase of 3,353,441 bus.; oats exportations amount to 102,333 bus. against 4,120, or an increase of 98,213 bus. Last year's corn records are ahead for the same period, being 201,784 for this year and 391,896 for 1911. On Nov. 1 there were still 96,000 bus. of wheat on board ship not cleared.—W. L. Richeson, chief inspector Board of Trade.

## MARYLAND.

### BALTIMORE LETTER.

Edward Bittrick, chief clerk of the inspection dept. of the Chamber of Commerce, returned from a honeymoon trip Oct. 28, and was presented with a purse of gold by members of the exchange.

J. Olney Norris, pres. of the Baltimore Chamber of Commerce Bldg. Co., died Oct. 16, after an illness of only 24 hours. Mr. Norris was 69 years old and will be succeeded as pres. by Ferdinand A. Meyer, pres. of the Chamber of Commerce.

The first new southern corn to reach this market arrived Oct. 22. The shipment, consisting of 100 bus. of white corn from Dorchester county, was consigned to J. K. Emory and was sold for 75c per bu. to the Chesapeake Corn Mills. Last year the first shipment reached here Oct. 13, being yellow corn from Caroline county and selling at 70c per bu.

Receipts of grain at Baltimore during October included 1,002,450 bus. of wheat, 276,920 of corn, 5,542,016 of oats, 8,942 of barley and 117,151 bus. of rye; compared with 856,244 bus. of wheat, 176,655 of corn, 45,581 of oats, 947 of barley and 172,091 bus. of rye received during October, 1911. Shipments for the month included 773,774 bus. of wheat, 101,892 of corn and 5,486,902 of oats, no barley or rye; compared with 647,850 bus. of wheat, 441,204 of corn and 100 of oats, no barley or rye shipped during October, 1911.—Jas. B. Hessong, sec'y Chamber of Commerce.

## MICHIGAN.

Atwater sta., no p. o., Mich.—The Bad Axe Grain Co., of Bad Axe, will build an elvtr. here.

Coleman, Mich.—The Coleman Grain & Lbr. Co. has succeeded the See Grain Co.—S. R. Hursh.

Linwood, Mich.—John Moore is agt. of the recently completed elvtr. of the Linwood Elvtr. Co.

Detroit, Mich.—The Caughey & Carran Co., owning 14 elvtrs., has succeeded Caughey & Carran.

Memphis, Mich.—The Memphis Elvtr. Co. has equipped its elvtr. with a Hall Signaling Grain Distributor.

Freeland, Mich.—The Freeland Elvtr. Co. has filed an amendment to its charter increasing its capital from \$10,000 to \$25,000.

Clare, Mich.—The Clare Elvtr. Co. has filed an amendment to its charter increasing its capital stock from \$10,000 to \$20,000.

Harrison, Mich.—The Harrison Elvtr. Co. has just started in business and is building a 15,000-bu. elvtr., which is nearly completed.

North Star, Mich.—The North Star Elvtr. Co. has completed a hay barn with a capacity of 30 cars.—J. B. Crawford, sec'y Ithaca Roller Mills, Ithaca.

Bannister, Mich.—The Bannister Elvtr. Co. has recently overhauled and enlarged its elvtr. C. H. Halderman is now mgr.—J. B. Crawford, sec'y Ithaca Roller Mills, Ithaca.

Sunfield, Mich.—I have bot the interests of H. S. Reams in the elvtr. of the Sunfield Elvtr. Co., and will operate under my own name.—Geo. H. Triphagen, sec'y and mgr.

Elwell, Mich.—The Elwell Gleaners Farmers Elvtr. Co. has let contract for an 80x30 ft. elvtr. 50 ft. high, to the Burrell Eng. & Constr. Co. The house is to be completed by Dec. 1.

Morrice, Mich.—The rush of beans to the elvtr. has been so great that it has been necessary to hire a night force to supplement the day pickers, the beans coming in at the rate of 1,900 bus. a day.

Birch Run, Mich.—I have just completed an addition to my elvtr. here and now have a capacity of 30,000 bus. I have also built a hay warehouse, 30x130 ft., with a capacity of 30 cars, at the elvtr. in Hemlock.—Chas. Wolohan.

Niles, Mich.—We are building an elvtr. here, having bot the interests of Mr. Stroup in the Cantrell Mlg. Co., Mr. Cantrell having retired and we are now the only firm in the grain business at this station.—Niles Grain Co.

Breckenridge, Mich.—The recently organized Breckenridge Hay & Feed Co. has a complete plant for grinding and handling feeds, flour and grain, also for pressing and storing hay. Clarence Hopkins is mgr. Crawford & Co. have recently overhauled and repainted their elvtr. and warehouses and installed a coal elvtr.—J. B. Crawford, sec'y Ithaca Roller Mills, Ithaca.

Saginaw, Mich.—The entire building now under construction for the Saginaw Mlg. Co. will measure, when completed, 182x50 ft., the elvtr. being 50x70 ft. on the ground and 137 ft. 5 in. high., with a capacity of 300,000 bus., making it the largest bean elvtr. in the world. The warehouse is 50x112 ft. and two stories and a basement in height. Concrete is being used exclusively in the building.

Receipts of grain at Detroit during October included 314,000 bus. of wheat, 276,600 of corn, 427,500 of oats, no barley, and 27,000 bus. of rye; compared with 518,379 bus. of wheat, 142,140 of corn, 331,203 of oats, 81,850 of barley and 35,948 bus. of rye received during October, 1911. Shipments for the month included 80,000 bus. of wheat, 197,540 of corn, 61,200 of oats, no barley and 3,000 of rye; compared with 66,414 bus. of wheat, 57,254 of corn, 17,512 of oats, no barley and 10,028 bus. of rye shipped during October, 1911.—M. S. Donovan, sec'y Board of Trade.

## MINNESOTA.

Ostrander, Minn.—Unable to secure cars for several days, the elvtrs. at this station have been compelled to refuse grain, the houses all being full.

Dassel, Minn.—A 5-h. p. motor is being installed by the Farmers Elvtr. Co.

Grove City, Minn.—The elvtr. of the Farmers Elvtr. Co. is now open for business.

Hanley Falls, Minn.—The Farmers Elvtr. Co. bot the elvtr. of the Northwestern Elvtr. Co.

Warren, Minn.—We are leasing the elvtr. of the Interstate Grain Co.—Wm. Hopwood, mgr. Pioneer Grain Co.

Carlisle, Minn.—Henry Sethre on Nov. 1 succeeded M. C. Evjen as mgr. of the Farmers Grain & Elvtr. Co.

Windom, Minn.—Chas. O. Hoffstrom, mgr. of the Farmers Elvtr. Co., was recently married to Miss Ella M. Dahl.

Mazeppa, Minn.—Chas. Marx has been elected mgr. of the Farmers Elvtr. Co. and will open the elvtr. at an early date.

Hereford, Minn.—The Winter-Truesdell-Ames Co. has overhauled and is now using the old elvtr. of the Minneapolis & Northern Elvtr. Co.—P. B. Torgerson, mgr. Federal Elvtr. Co.

New Ulm, Minn.—Work on the new elvtr. of the New Ulm Roller Mill Co. has been started and the building will be rushed to completion. It will be 32x36 ft. on the ground by 50 ft. high and will be of frame construction covered with sheet iron. It will cost about \$6,000.

Lake Elmo, Minn.—The case of Al. Fazendeen, local grain and produce dealer, charged by E. O. Suther, of the state weights and measures dept., with using a wagon scale for commercial purposes without inspection, was dismissed when Mr. Fazendeen testified that a state agt. gave him a tag permitting the private use of the scales, indicating that he might use them without inspection.

### MINNEAPOLIS LETTER.

The Ray Grain Co. has been merged with our company.—Keystone Grain Co.

F. D. Gill, of St. Louis, has applied for membership in the Chamber of Commerce.

Improved conditions as to moisture is given as the main cause of a reduction in the quantity of no-grade wheat received at this market, only 8 to 10% grading no-grade against as high as 60% no-grade in former years.

A revision of the rules of the Chamber of Commerce was discussed at a special meeting of the directors held Oct. 29 at the call of Pres. Wells. A com'tee representing every branch of the grain and milling industry will be named, to draft new rules to be submitted to a vote of the members.

John Gambold, 21 years old, has confessed that he set fire to eight buildings, including those of the Gee Elvtr. Co., Aug. 16, at which time the building was damaged to the extent of \$3,000 and the Dibble Grain & Elvtr. Co., Aug. 9, when the loss amounted to \$1,000. He could give no reason for his act.

James A. Manahan, attorney, of Minneapolis, threatens to bring suit against the Chamber of Commerce under the Sherman anti-trust law on behalf of the Equity Co-operative Exchange, on account of the resolution adopted Oct. 9 by the directors of the Chamber of Commerce forbidding its members to handle grain for anyone falsely representing himself to be in position to sell consignments of grain on the same basis as members.

The directors of the Chamber of Commerce on Oct. 23 interpreted the commission rule to mean that track bids for grain at country points on the basis of the closing price must be subject to changes in the price after the opening next day. Vigorous objection was made by some members and Pres. F. B. Wells, said "Any members of the Chamber have the right to call for a vote on any change in rules they desire, and those opposed to the ruling have that opportunity." At a meeting of the directors Oct. 25 the interpretation of Sec. 10 of Rule VIII referred to was suspended until further notice.



Car shortage is making the process of moving grain to and from the elvtrs. and mills very slow. The shortage in the interior is also becoming acute, as cars cannot be obtained and elvtrs. are full.

Receipts of grain at Minneapolis during October included 18,084,960 bus. of wheat, 229,200 of corn, 2,533,330 of oats, 5,216,890 of barley and 1,016,880 bus. of rye; compared with 13,726,750 bus. of wheat, 382,050 of corn, 845,920 of oats, 3,802,630 of barley and 450,360 bus. of rye received during October, 1911. Shipments for the month included 3,288,990 bus. of wheat, 128,500 of corn, 2,087,190 of oats, 4,252,580 of barley and 773,730 bus. of rye; compared with 2,011,070 bus. of wheat, 144,440 of corn, 403,260 of oats, 3,405,650 of barley and 741,590 bus. of rye, shipped during October, 1911.—John G. McHugh, sec'y Chamber of Commerce.

The directors of the Chamber of Commerce on Oct. 9 adopted a resolution forbidding members from transacting business for anyone who falsely represents himself to be in position to have grain sold on the Chamber the same as a member, when not in fact a member, as follows: "Whereas, from time to time certain individuals, firms and corporations, not members of the Chamber of Commerce, engage in business in the cities of Minneapolis and St. Paul, or elsewhere, and solicit shipments of grain from farmers and others; and whereas, in many cases the shipments are secured from the country shipper entirely as result of false statements made by the individuals, firms and corporations above mentioned, to the effect that by shipping to said individuals, firms or corporations (not members of the Chamber of Commerce), the shipper would avoid the payment of any commission whatever, and would have his grain sold for as high a price as could be secured in the exchange room of the Chamber of Commerce; or that a less commission would be charged for selling the grain than that provided by the rules of the Chamber of Commerce; and whereas, in fact, the shipper in many cases pays two commissions, which fact is entirely concealed from him by various methods; resolved, that members of the Chamber of Commerce are hereby forbidden to act in any manner as the agent or representative of any individuals, firms or corporations in the cities of Minneapolis, St. Paul or elsewhere, not members of the Chamber of Commerce, who are soliciting shipments of grain from the farmers or country shippers in the manner above mentioned, or thru any scheme, artifice or device, by which this ass'n is falsely represented, either in its dealing or in the right which the shippers get with respect thereto, or at all, unless the person so soliciting such shipment can show a written statement of the shipper to the effect that he realizes that the person receiving such shipment is not a member of the Chamber and cannot get advantages out of the Chamber which he could not himself get."

## MISSOURI

Monroe, Mo.—The Monroe Coal & Grain Co. has decided to build an elvtr.

Wentworth, Mo.—The elvtr. of the Neosho Milling Co. burned recently.—S.

Sugar Creek, Mo.—The elvtr. and warehouse of the Standard Warehouse Co. burned Oct. 21; loss \$25,000.

## KANSAS CITY LETTER.

The elvtr. of the Kansas City Seed & Grain Co., containing 40 carloads of grain, burned at 4:15 p. m., Oct. 28; loss on elvtr. \$5,000, on grain \$15,000, fully covered by insurance. A. J. Poor is pres. of the company.

The Federal Syrup & Refining Co. is the name said to have been selected for a proposed \$1,000,000 glucose company, which will build its plants here. The owners of the Fort Scott Sorghum Co., Orth Bros., E. F. Sweeney, of this city, and a Chicago banker are the organizers.

Receipts of grain at Kansas City during October included 5,698,800 bus. of wheat, 338,750 of corn, 763,300 of oats, 37,400 of rye and 14,000 bus. of barley; compared with 2,714,400 bus. of wheat, 861,600 of corn, 525,300 of oats, 4,400 of rye and 42,000 bus. of barley received in October, 1911. Shipments for the month included 4,933,200 bus. of wheat, 169,200 of corn, 567,800 of oats, 16,500 of rye, and 6,600 of barley; compared with 1,596,000 bus. of wheat, 729,600 of corn, 462,400 of oats, 2,200 of rye and 30,800 bus. of barley shipped in October, 1911.—E. D. Bigelow, sec'y Board of Trade.

## ST. LOUIS LETTER.

Capt. Bernard D. Kilcullin, 82 years old, died at the home of his daughter at 2 a. m., Nov. 3, having been an invalid for the last two years. He was an organizer of the Merchants Exchange and remained a member until his death.

Wm. T. Anderson has again bot a membership in the Merchants Exchange. Mr. Anderson was engaged in the grain business at that market for many years and was at one time pres. of the exchange. Later he went to Columbia, where he is now connected with the Boone County Mill & Elvtr. Co.

A joint agreement was reached between the Dept. of Weights of the Merchants Exchange and the Consumers Coal Co., Nov. 1, by which the exchange dept. of weights will supervise the weighing of all grain, feed and hay shipped to this market over the Illinois Traction System and unloaded in their yards in the vicinity of their scale at 2nd and Salisbury Sts., charging 15c per wagon load with a maximum charge of \$1 per carload.—John Dower, Sup. Dept. of Weights.

Receipts of grain at St. Louis during October included 3,585,458 bus. of wheat, 900,330 of corn, 2,604,460 of oats, 39,188 of rye and 548,800 bus. of barley; compared with 1,402,700 bus. of wheat, 1,665,780 of corn, 1,645,600 of oats, 19,800 of rye and 659,460 bus. of barley received during October, 1911. Shipments for the month included 2,264,605 bus. of wheat, 591,810 of corn, 1,917,110 of oats, 15,840 of rye and no barley; compared with 1,081,150 of wheat, 808,120 of corn, 1,050,410 of oats, 6,530 of rye and 10,230 of barley shipped during October, 1911.—Eugene Smith.

R. W. Boisselier, inaugurator of the "progressive" or reform movement on the Merchants Exchange, has served notice that he will put a stop to the "curb trading" by bringing the matter before the grand jury. He has made many enemies on the exchange by his pronounced views, and when he appears in the vicinity of the pit he is generally bombarded with samples of grain and flour and he recently presented a bill to the exchange for a hat and suit of clothes ruined in this manner, and threatens to bring suit if payment is not forthcoming. The matter culminated Oct. 30, when he was tripped and thrown to the floor as he was remonstrating with his tormentors who had just broken a small sack of flour over his head, spoiling another hat and suit.

A fine of \$3,500 assessed against the Merchants Stock & Grain Co. and its pres., Francis Miner and gen. mgr., Patrick A. Stephens, by the U. S. circuit court, was upheld by the Federal Court of Appeals. The case has been in the courts for over two years, during which time the company went out of business. The company was fined for contempt in violating an injunction against its furnishing stock quotations of the Chicago Board of Trade to 400 Western cities. Three-fourths of the fine, as originally imposed, was to go to the board which brought the action and one-fourth to the Government. The case was brought to the Supreme Court of the U. S. for review and that tribunal held that the criminal features of the case predominated the civil characteristics, and ruled that the Circuit Court of Appeals should review the proceedings without waiting for such litigation as might bring it before that court.

Election returns were received at the Merchants Exchange, Tuesday evening from 7:30 to 12, the members having provided an evening entertainment consisting of band concerts and moving pictures. Over 5,000 tickets were issued to the members and their friends. The com'te in charge of the entertainment was composed of Roger P. Annan, Jr., Marshall Hall, Fred B. Chamberlain and Eugene Smith.

## MONTANA.

Manhattan, Mont.—The Montana Alfalfa Mfg. Co., incorporated; capital stock, \$25,000.

Shelby, Mont.—The erection of a flax fibre mill in this city is being advocated by the Commercial Club.

Wolf Point, Mont.—We are building an elvtr. at this station and one at Brockton.—A. J. Hole, agt. Montana & Dakota Elvtr. Co., Poplar.

Vaughn, Mont.—The elvtr. of the Montana Central Elvtr. Co. has been completed and has a capacity of 30,000 bus.—J. S. Hanson, agt.

Poplar, Mont.—The Imperial Elvtr. Co. has secured a site at this station, but will not build this year.—A. J. Hole, agt., Montana & Dakota Elvtr. Co.

Shelby, Mont.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. has been completed and will be ready to handle grain in a very few days, according to Mgr. Priest.

## NEBRASKA.

Firth, Neb.—We have succeeded Groves & Cramer.—Firth Grain Co.

Jackson, Neb.—I am now agt. for the Atlas Elvtr. Co.—M. A. Quinn.

Edgar, Neb.—The elvtr. of the Shannon Grain Co. is closed.—Lee Hill.

Cairo, Neb.—S. M. Beadle is now agt. for Oscar Wells & Co.—H. T. Ingalls.

Horace, Neb.—I am now mgr. for the T. B. Hord Grain Co.—A. B. Morfeld.

Gilead, Neb.—I am now mgr. for the Wright-Leet Grain Co.—R. F. Powell.

Loretto, Neb.—I am now agt. for the Nye Schneider Fowler Co.—F. J. Kuhn.

Allen, Neb.—E. W. Mosher is now agt. for Fields & Slaughter Co.—W. S. Hart.

Brickton sta., Hastings p. o., Neb.—H. D. Jones is now agt. for me.—E. Stockham.

Lindsay, Neb.—I am now mgr. for the Crowell Lbr. & Grain Co.—Dominic Roufs.

Bellwood, Neb.—Bert Jones is now agt. of the Schaaf Grain Co.—Farmers Grain Co.

Fullerton, Neb.—Will Snyder is now mgr. for the Omaha Elvtr. Co.—Fullerton Mill Co.

Boone, Neb.—I am now agt. of the Trans-Mississippi Grain Co.—D. J. Sweeney.

Lushton, Neb.—I am now agt. for the Van Wickle Grain & Lbr. Co.—S. P. Johnson.

Kearney, Neb.—E. D. Gould has succeeded the W. L. Stickel Lbr. Co.—Kearney Flour Mill.

Loup City, Neb.—I now own the elvtr. of R. A. Dinsdale & Co., on the U. Pac.—E. G. Taylor.

Harvard, Neb.—I am now agt. for the Harvard Co-operative Grain & L. S. Co.—Emil Bauer.

Henderson, Neb.—J. J. Hiebert is now agt. for the Trans-Mississippi Grain Co.—Udike Grain Co.

Douglas, Neb.—F. B. Enyort is scoop shoveling here. I am agt. for A. B. Wilson.—J. W. Brown.

Creighton, Neb.—Boyd Blakeman has succeeded W. C. Anders as agt. for Seth Jones.—Wagner Bros.

Lincoln, Neb.—Nebraska Millers attended a meeting held in this city Oct. 31, and discussed the transit situation. Chester I. Long and C. V. Topping were the speakers.



Morrill, Neb.—I have rebuilt my elvtr., burned July 5, putting up a 16,000-bu. house.—W. R. Preston.

Thurston, Neb.—Our elvtr. at this station has been closed since early spring.—Rodebaugh Grain Co., Omaha.

Franklin, Neb.—C. W. Hevner has bot the elvtr. of S. E. Pecht and will take possession Dec. 1.—Citizens Lbr. Co.

Haigler, Neb.—The O. L. Mitten Grain Co., of Wray, Colo., has recently completed an elvtr. at this station.—S.

Loomis, Neb.—Emil Young is now agt. for the McConaughy Grain Co.—J. A. McGuire, mgr. Loomis Grain & Lbr. Co.

Davenport, Neb.—The Shannon Grain Co. is building a new elvtr. here.—J. H. Marr, agt. Nye Schneider Fowler Co.

Elm Creek, Neb.—W. C. Rishel is now agt. for the Trans-Mississippi Grain Co.—E. L. Sutton, agt. Omaha Elvtr. Co.

Lyons, Neb.—C. A. Stuart is now agt. for the McCaull-Webster Elvtr. Co.—A. Moseman, agt. Holmquist Grain & Lbr. Co.

McCool Jct., Neb.—J. E. Finney is the agt. for the Nebraska Iowa Grain Co.—H. Huntington, agt. Van Wickle Grain Co.

Trenton, Neb.—We have increased the capacity of our elvtr. to 15,000 bus. and have built an elvtr. at Parks.—O. M. Kellogg.

Dixon, Neb.—New agts. are Mike Gorrin for the McCaull-Webster Elvtr. Co., and myself for the Atlas Elvtr. Co.—F. J. Hopkins.

Gretna, Neb.—New agts. are J. R. Miller for the R. E. Roberts Elvtr. Co., and myself for the Duff Grain Co.—J. H. Westphalm.

Albion, Neb.—New agts. are W. P. Stebbins for the Farmers Elvtr. Co., and myself for the Albion Alfalfa Meal Co.—B. D. Childs.

Dorchester, Neb.—New agts. are Lewis McPherson for the Central Granaries Co., and myself for the Farmers Grain & L. S. Co.—W. J. Reed.

Deweese, Neb.—The Lincoln Grain Co. now owns the elvtr. of H. F. Welch. I am the new agt. for the Van Wickle Grain & Lbr. Co.—Will Shaw.

Wahoo, Neb.—We have sold our plant and are out of the grain business at present.—Paul Cosandier, pres. and mgr. Citizens Lbr. & Grain Co.

Johnson, Neb.—The elvtr. of the Duff Grain Co. has been remodeled and now has a capacity of 10,000 bus.—C. F. Ernst, mgr. Johnson Grain & Coal Co.

Anoka, Neb.—A few loads have been shipped by the farmers and there is now a move on to form a farmers company.—B. K. Martin, mgr. Wm. Krotter Co.

Emmet, Neb.—Frank Pruss is scooping shoveling at this station. We are the only regular dealers here. I am the new mgr.—E. G. Herman, agt. Nye Schneider Fowler Co.

Angus, Neb.—We have built an office to the elvtr. that we bot to replace the one burned July 13 and are figuring on putting in an automatic scale and increasing our capacity.—Borin Bros.

Foster, Neb.—W. W. Trosfer is scooping shoveling here, the only regular dealers are the Nye Schneider Fowler Co. and the Farmers Grain Co., of which I am the new mgr.—T. W. Culbertson.

Laurel, Neb.—E. W. Baker is now agt. for the Atlas Elvtr. Co. The McCaull-Webster Elvtr. Co. will not rebuild its house burned last March.—Saunders-Westrand Co., J. F. Guss, agt.

Humphrey, Neb.—New agts. are G. Graham for the Crowell Lbr. & Grain Co., Tommy Werner for the Farmers Grain & Stock Co., and myself for the Nye Schneider Fowler Co.—Anton Fangmann.

Hastings, Neb.—I am now representative for the F. G. Endleman Grain Co., of Omaha, and the Mason Gregg Grain Co., of Kansas City, at this station. I was formerly mgr. of the Curtis Grain & L. S. Co., Curtis.—C. H. Taylor.

Bloomfield, Neb.—I have succeeded the H. T. Cunningham Gr. & Lbr. Co. Paul Krappan is now agt. for the McCaull-Webster Elvtr. Co.—H. F. Cunningham.

Beatrice, Neb.—The officers of the recently consolidated Nebraska Corn Mills Co. are J. F. Johnson, pres., who will have charge of the financial affairs of the company, F. S. Johnson, vice-pres., H. T. Weston, treas., who will take charge of the purchasing and operating end of the business and Ed. S. Miller, sec'y, who will also be sales mgr.

Receipts of grain at Omaha during October included 2,721,600 bus. of wheat, 429,600 of corn, 2,051,900 of oats, 58,300 of rye and 215,600 bus. of barley; compared with 1,438,800 bus. of wheat, 1,128,000 of corn, 987,700 of oats, 12,100 of rye and 841,400 bus. of barley received during October, 1911. Shipments for the month included 1,556,400 bus. of wheat, 261,800 of corn, 1,830,000 of oats, 4,000 of rye and 63,000 bus. of barley; compared with 1,260,000 bus. of wheat, 1,171,000 of corn, 306,000 of oats, 2,000 of rye and 103,000 bus. of barley shipped in October, 1911.—F. P. Manches.

Lincoln, Neb.—Earl E. Jones of the Independent Grain Co. of Wichita recently ordered two cars of dark wheat from Elliott Lowe of the Lincoln Grain Co. Finding the wheat too yellow upon arrival, Jones wired Lowe asking if he should send the cars on. He was told to send it thru to destination and he allowed a price about 3c below the market quotations on dark wheat. The matter has been taken into court, where testimony of grain dealers of this city tended to show that the wheat was really medium dark and worth more than the amount paid by Jones. The case has been taken under advisement by Justice Lowe.

Moorefield, Neb.—James Pearson, agt. of the Shannon Grain Co., was elected representative of the 66th Dist. to the State Legislature by a majority of 48 votes, after a hard struggle. His opponents tried to discredit him with the voters because of the fact that he buys grain for a line company. The Republican-Faber, of Stockville, in speaking of this, said: "We believe any fair-minded man will consider that a very favorable point in considering his candidacy, from the fact that he has shown ability, and also that he has the confidence of a large farmer patronage else his employers would not continue him in their employ. If the voters of the 66th district send James Pearson to the next legislature (as their hired man, if you please) he will work just as hard for the interests of the district as he has for the grain company." The Journal congratulates Mr. Pearson on his victory and wishes him every success.

Lincoln, Neb.—At a recent meeting of retail merchants held in this city, com'ites were selected to look out for the interests of the merchants in the legislature which will convene soon. Two years ago every retail ass'n in the state, excepting the grain dealers, kept a special representative at the capitol while the legislature was in session and succeeded in obtaining much legislation of help to the retailers. This winter an effort is to be made to secure the enactment of a peddler's law, along the lines of one which has been in force in the state of Washington for some time, and declared constitutional. If such a law is to be placed on the state statutes, it should not only protect the people from the cheap jewelry and shoe-string peddlers who travel around the country, but also from the scoopers, sharpers and irregular merchants who jump from one point to another, swindling whomsoever they may by either selling or buying. The law should be made broad enough to protect the marketers of farm produce as well as the buyers of salvage clothing.

## NEW ENGLAND.

Fairfield, Me.—The Fairfield Grain Co. organized with a capital stock of \$20,000; officers, Ralph B. Pillsbury, pres. and Carl C. Piper, treas.

Pittsfield, Me.—The Parks Bros. Co. incorporated to deal in real estate, hay, grain and country produce; officers, Mary Parks, pres.; Llewellyn Parks, treas.

Salem, Mass.—John F. Geary recently celebrated his 25th anniversary in the employ of Ropes Bros., and issued a challenge to any man for a match in unloading grain from cars, the quality of the work as well as the speed to count.

## NEW JERSEY.

Newark, N. J.—The safe in the elvtr. of A. Cypher & Co. was blown open Oct. 11 by yeggmen who secured \$200. The burglars forced a window on the side of the elvtr. to get in.

## NEW YORK.

Niagara Falls, N. Y.—The Shredded Wheat Co. has begun work on its new ironclad elvtr.

Albion, N. Y.—Wood & Sprague are considering the erection of a concrete plant, to include a 25,000-bu. elvtr.

Richfield Springs, N. Y.—We have sold our plant and are out of the milling and grain business.—Richfield Mlg. & Prod. Co.

Buffalo, N. Y.—The first new corn received at this market was consigned to Dudley M. Irwin from Ohio and graded sour and hot, one car selling at 50c.

Rochester, N. Y.—The Sperry Mlg. Co., incorporated to deal in grain, feed, flour and seeds; capital stock \$50,000; incorporators, Burton E., Herbert and Howard E. Sperry.

New York, N. Y.—The report of the special com'ite recommending the establishment of a future market for Canadian wheat, has been adopted by the members of the Produce Exchange. Members of the com'ite were Frank I. MacGuire, chairman; W. W. McCord, W. H. T. Moore, W. J. Brainard and W. Knight.

New York, N. Y.—Frederick Oschmann, for many years a member of the Produce Exchange, died Sept. 21, after a lingering illness. He had been engaged in the grain and flour business in this city for the last 33 years, and was 60 years old at the time of his death. He is survived by his widow, four sons and a daughter.

## NORTH DAKOTA.

Langdon, N. D.—The Cargill Elvtr. Co. has built new coal sheds.

Adams, N. D.—I am now agt. for the Woodworth Elvtr. Co.—Elmer C. Nelson.

Cando, N. D.—M. A. Thompson is now agt. for the Imperial Elvtr. Co.—L. Gjere.

Temple, N. D.—I am now agt. for the St. Anthony & Dakota Elvtr. Co.—John Oran.

Langdon, N. D.—J. M. Sullivan is now agt. for the National Elvtr. Co.—J. B. Boyd & Co.

Ryder, N. D.—H. A. Toole is now agt. for the Minnekota Elvtr. Co.—Farmers Equity & Elvtr. Co.

Regent, N. D.—O. Fredericks, of Taylor, is agt. for the recently organized Equity Exchange.

Hamlet sta., Wildrose p. o., N. D.—Ed Nelson is agt. for Nelson Bros.—C. J. Martell, agt. National Elvtr. Co.

Beach, N. D.—The Lee Grain Co., a new firm, has bot the elvtr. of the Swanson Elvtr. Co. A. A. Argall is mgr.

Petersburg, N. D.—M. M. Ekrome is now agt. for the Imperial Elvtr. Co.—Thos. Thompson, agt. A. O. Cornwell.

Taft sta., Hillsboro p. o., N. D.—Julius Sorma is now agt. for the Duluth Elvtr. Co.—Eldorado Elvtr. & Trading Co.

Stanton, N. D.—O. G. Pagel, former agt. of the Farmers Elvtr. Co. at Cooperstown, is now agt. for the Powers Elvtr. Co.

Mott, N. D.—The Empire Elvtr. Co. has bot the elvtr. of Koessel Bros., sold to them by the Barth Grain Co. last August.



Zenith, N. D.—The new elvtr. of David Coutts will be ready to receive grain within a week. Jos. C. Cheadle will be mgr.

Cooperstown, N. D.—Andrew Detmiller has succeeded O. G. Pagle as mgr. of the Farmers Elvtr. Co.—Erick Erickson & Co.

Woburn sta., Lignite p. o., N. D.—In-gold Wold is now agt. for the B. G. Southall Elvtr. Co.—W. F. McDonnell, agt. Rugby Mfg. Co.

Fairdale, N. D.—The elvtr. recently purchased by the Farmers Elvtr. Co. from Haug & Soleberg, burned Nov. 6 and was a total loss.

Ross, N. D.—Henry C. Thune is mgr. of the Victoria Elvtr. Co. and I am now agt. for the St. Anthony & Dakota Elvtr. Co.—C. A. Quist.

Knox, N. D.—The Ugland Grain Co. is a new firm here. E. W. Windle is agt.—M. H. J. Garski, agt. St. Anthony & Dakota Elvtr. Co.

Wales, N. D.—New agts. are E. A. Enger for the Duluth Elvtr. Co. and Chas. Heising for the Linden Investment Co.—Farmers Elvtr. Co.

Wing, N. D.—Joseph Kohler, agt. for the new elvtr. of the Federal Elvtr. Co., will open the house for business within the next few days.

Pembina, N. D.—The Farmers Elvtr. Co. has been granted its charter; Chas. B. Harris, Frank C. Morris and Edw. R. Langton are incorporators.

Wolford, N. D.—The elvtr. of the Duluth Elvtr. Co. is closed. Herman Lunde is now agt. for the Farmers Elvtr. Co.—L. A. Koons, agt., Cargill Elvtr. Co.

Hamilton, N. D.—The elvtrs. of the Duluth Elvtr. Co. and of the National Elvtr. Co. are closed.—A. J. Murphy, agt. St. Anthony & Dakota Elvtr. Co.

Wilton, N. D.—The Andrews Grain Co. is not building at this station as reported in this column, Oct. 25, but at Regan, 12 miles east of here on the N. P.

Tolna, N. D.—New agts. are Mark Wold for the Farmers Elvtr. Co., H. B. Highum for the National Elvtr. Co. and myself for the John D. Gruber Co.—A. Wachtel.

Kerry sta., Edinburg p. o., N. D.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. is closed. I am agt. for the Northwestern Elvtr. Co.—T. A. Thompson.

Douglas, N. D.—New agts. are D. Franklin for the Dodge Elvtr. Co., D. E. Hake for the Osborne-McMillan Co. and myself for the Occident Elvtr. Co.—L. F. Severance.

Fargo, N. D.—The annual state corn show will be held in conjunction with the annual tri-state meeting of the Grain Growers Ass'n, on Jan. 14 to 17. The prize list at present totals over \$2,000.

Aneta, N. D.—New agts. are W. T. Cammeron for the Farmers Elvtr. Co. and John Johnson for A. O. Cornwell. The elvtr. of the Northwestern Elvtr. Co. has burned down.—Geo. Robertson, agt. Cargill Elvtr. Co.

New England, N. D.—E. J. Freeman is the owner of the elvtr. formerly belonging to the Geo. C. Bagley Elvtr. Co., and I am agt. of the Columbia Elvtr. Co., instead of A. B. S. Reynolds, as reported in this column Oct. 25.—A. L. Moore.

Sheldon, N. D.—An unsuccessful attempt was made to break into the elvtr. of the Monarch Elvtr. Co., Oct. 27, but the burglars only succeeded in breaking the lock on the outer door of the storm shed and did not get into the elvtr. proper.

Heil (Lawther, R. R. name), N. D.—While removing a scaffold from the elvtr. of the Equity Farmers Co., A. E. Wagler fell 36 ft. and suffered injuries from which he died. The men above him lost control of some heavy timbers, which in falling struck the support he was on and threw him to the ground. In falling he struck several projections and when picked up did not seem badly injured, no bones being broken. He was conscious and talked to those about him, but later sank into unconsciousness.

Glenfield sta., Juanita p. o., N. D.—The Glenfield Farmers Merc. & Elvtr. Co. is building a 40,000-bu. elvtr. on a concrete foundation. The equipment will include a 15 h.p. gasoline engine, two stands of elvtrs., 100-bu. hopper scale, 8-ton dump scale and Monitor Cleaner.

Keith sta., Devils Lake p. o., N. D.—Gilbert Gunderson, mgr. of the St. Anthony & Dakota Elvtr. Co., while soaping a pulley without shutting off the engine, caught his coat sleeve on a set screw on the main shaft and was whirled around at a terrific speed. He became unconscious and was found an hour later beneath the shaft, terribly bruised and with his clothing in shreds. No bones were broken, but he has been in a paralytic state since the accident, being unable to move his lower limbs. It is thot, however, that he will fully recover.

## OHIO.

Hayden, O.—Latham Bros. are installing a Western Sheller and Cleaner.

Kinderhook, O.—We have bot the elvtr. of B. B. Yates & Co.—C. W. Baker & Co.

Unionville, O.—E. H. Gunnett has bot the elvtr. of H. Hall, possession to be given Feb. 1.

Genoa, O.—The Powers Elvtr. Co. will install a Hess Drier in its elvtr.—C. A. Powers.

Martin, O.—The Powers Elvtr. Co. is installing an oil engine in its elvtr.—C. A. Powers, Genoa.

Scott, O.—The Pierce Grain & Hay Co. has a new hay barn and is building another at Van Wert.

New Bavaria, O.—Peter Honung, agt. of Morrison & Thompson Co., died recently at the age of 51 years.

Moffitt, O.—Wm. Ludwig, of Jackson Center, has bot the elvtr. of the Moffitt Grain Co., taking possession Nov. 11.

Sidney, O.—W. Jackson, mgr. of Jones & Sheets, and John Waggoner have bot the interests of John Sheets in the firm.

Spencerville, O.—We will rebuild our elvtr. here in the near future and will equip it for a transfer house.—Garman Grain Co., Delphos.

Brookville, O.—Scoopshovel shipments of corn are being made from this station by Albert Sleutz. The regular dealer here is Geo. W. Hoke, with an elvtr. at Dodson.

Haskins, O.—Officers of our recently incorporated company are F. J. Brand, pres.; P. A. Ziss, vice-pres.; F. W. Toan, sec'y and treas., and J. R. Watts, foreman. We now own and operate the elvtr. of J. G. Watts.—Haskins Farmers Grain Co.

Grelton, O.—It looks now as tho the car scarcity is going to hold us up and we will have little use for the cob burner we had intended to install. We will therefore postpone it till next season.—Chas. B. Krohn, mgr. Farmers Grain & Seed Co.

Trenton, O.—The Trenton Grain & Coal Co., composed of a banker and several farmers, has bot the elvtr. of the F. O. Driver Grain Co. A. F. Babeck will be mgr. Officers of the company are A. K. Augspurger, pres.; R. J. Kennel, vice-pres., and T. H. Bell, sec'y.

Canton, O.—We have under construction and hope to finish by Jan. 1, a large plant for the manufacture of horse and chicken feeds and additional storage tanks that will increase our capacity to 36,000 bus. The increased demand for mixed cars of feed made the addition a necessity.—Canton Feed & Mfg. Co.

Jewell, O.—Our company, the Jewell Grain Co., an organization of farmers, closed the elvtr. bot of J. S. Calkins, June 3, for repairs on Sept. 1 and re-opened the house Nov. 7. L. J. McMillin has had charge of the repair work, which includes an exchange room, office, two new legs, Sidney Fan Sheller, and 15,000-bus. Avery Automatic Scale. We now have a capacity of 25,000 bus. and an elvtr. as near model as an old building can be made. Great pains have been taken to make it fireproof.—Director J. B. Elliott, Defiance.

Delphos, O.—We have completed our elvtr. which has a capacity of 23,000 bus. of small grain and crib room for 4,000 bus. of ear corn; equipment consists of gasoline engine, combined corn sheller and cleaner, warehouse cleaner, car loader, feed grinder, clipper, seed cleaner and Richardson Automatic Loading Scales. We are ready to handle all kinds of grain and will also retail feed and coal.—The Garman Grain Co.

## CINCINNATI LETTER.

A strictly cash basis is the aim of the members of the Grain Dealers Credit Ass'n, which is also advocating the 100 weight unit.

An automobile belonging to August Fenger of the Fenger Grain Co., recently caught fire in the garage, which is near the big elvtrs. of the company, and for a time endangered the buildings.

Members of the Chamber of Commerce will probably adopt the suggestion of the Indiana Grain Dealers Ass'n as expressed in a letter from Sec'y C. B. Riley to the effect that all dealers have printed on their stationery "Members of the Chamber of Commerce."

Receipts of grain at Cincinnati during October included 107,261 bus. of barley, 551,518 of corn, 1,071,702 of oats, 51,890 of rye and 312,116 bus. of wheat. Shipments for the month included 3,272 bus. of barley, 47,995 of corn, 788,345 of oats, 48,468 of rye and 247,523 bus. of wheat.—Wm. Culkins, supt. Chamber of Commerce.

## TOLEDO LETTER.

The front of the first two stories of the Produce Exchange Bldg. will be remodeled.

Chas. Knox, for many years with the old grain house of Reynolds Bros., is now with us. "Charlie" will at times be on the floor, but will devote most of his time "on the road."—J. F. Zahm & Co.

Receipts of grain at Toledo during October included 335,000 bus. of wheat, 229,800 of corn, 520,500 of oats, no rye and 1,000 bus. of barley; compared with 428,000 bus. of wheat, 238,000 of corn, 240,000 of oats, 1,000 of rye and no barley received during October, 1911. Shipments for the month included 124,800 bus. of wheat, 117,300 of corn, 548,500 of oats, 94,100 of rye and no barley; compared with 119,300 bus. of wheat, 51,200 of corn, 238,000 of oats, 1,500 of rye and no barley shipped during October, 1911.—A. Gassaway.

## OKLAHOMA.

Mustang, Okla.—F. Dalton is building a corn elvtr.

Guymon, Okla.—Byrd Rogers has built a big addition to his elvtr. and has opened a feed store.

Alva, Okla.—The father of Geo. Harbaugh, mgr. of the Alva Roller Mills, was buried Oct. 29.

Canton, Okla.—The elvtr. of the Stevens Scott Grain Co. has been thoroly overhauled by the P. H. Pelkey Constr. Co.

Braman, Okla.—E. L. Beutke has added a corn sheller to his elvtr. equipment and has replaced the shingle roof with metal.—S.

Blackwell, Okla.—The Blackwell Grain Co. has installed a corn sheller, drags, elvtr. and conveyor and is now handling new corn.

Frederick, Okla.—The Southwestern Lbr. Co. of Kansas City, bot the plant of the Consolidated Alfalfa Mfg. Co., at the recent creditor's sale.

Council Hill, Okla.—The Council Hill Grain Co. has been incorporated and is operating the elvtr. that was recently purchased from C. A. Barricklow.—S.

Watonga, Okla.—Marshall Bros. have added additional corn machinery to their Elvtr. "A" and have dismantled Elvtr. "B," converting it into a warehouse.—S.

Ross, Neodesha p. o., Okla.—A. M. Brandt & Son, of Severy, Kan., have purchased the elvtr. at this station, which was built early in the season by Edmisson Bros., of Englewood, Kan.—S.



Woodworth, Okla.—O. W. Cox and Mrs. Vivian Hunt were married Oct. 21. Mr. Cox is well known in grain circles, operating an elvtr. at this point. The bride was formerly local mgr. of the telephone company.

Paul Noble of Wichita, Kan., returning from a three weeks' trip thru the state, reports that the car shortage is very grave. He says: "I do not believe that there is an elvtr. running in the entire state. They are all filled and the operators cannot get cars to ship the wheat they have on hand."

Supply, Okla.—The Farmers Supply Co. has bot a site and let contract for a 6,000-bu. elvtr. to the P. H. Pelkey Constr. Co., the equipment to include a Richardson Automatic Scale. An office has been opened by the company for the buying of grain and livestock, pending the erection of the elvtr.

A compromise in the commodity rate litigation between the state of Oklahoma and the railroads operated in the state, was effected at a meeting held Oct. 18, in the offices of the St. L. & San F. Ry. Co. in St. Louis, of the chief executives of the Oklahoma railroads and members of the State Corporation Commission, the railroads agreeing to a dismissal of the commodity rate injunction proceedings and all the present commodity rate litigation pending in Oklahoma state courts for the last five years, due to the order of the commission making a material reduction in the state rates. The order was protested and an appeal from taken by the railroads to the state supreme court, the railroads giving a supersedeas bond to protect shippers and accepting responsibility for the difference in the rate amount which the commission's order authorized. As one of the most important agreements it was announced that the amounts due shippers covered by the supersedeas appeal bond involving \$400,000 will be paid immediately thru the state corporation commission's dept. The work attending paying the bonded rate refunded amounts will be somewhat difficult and will be handled by a corps of experts from both state and railroad offices.

## OREGON.

Portland, Ore.—J. C. Wilson & Co., the only members of the Chicago Board of Trade and the Produce Exchange in this city, will move from the Lumbermen's Bldg. into larger quarters in the Lewis Bldg.

## PENNSYLVANIA.

White Hill sta., Camphill p. o., Pa.—Wierman & Sheaffer are building an elvtr. —C. G. Heyd, Camphill.

Philadelphia, Pa.—The elvtr. at Port Richmond will be unable to take grain thru its drier for two or three weeks, on account of improvements to be made in the plant.

Ridgeway, Pa.—A judgment of \$10,000 was awarded C. O. Salberg in his suit against the Penna. Ry. Co. to recover damages for 17 cars of grain shipped to Phillipsburg, Pa., and delivered by the railroad company without the Bs/L, the party to whom the grain was delivered failing to settle for it. This is the third trial in the last five years and the decision in this instance is final.

One of the most radical employers' liability bills ever proposed will be presented to the state legislature at its next session. The main difference between it and those of many other states, including Ohio and Massachusetts, is that the employer has redress to the courts if he chooses to fight the case, the law precluding an employee from being entitled to compensation when the injury is proven to be the result of his own carelessness.

## SOUTH DAKOTA.

Parkston, S. D.—I am building a new corn crib.—Chas. Zehnpenning.

Madison, S. D.—The Madison Mill & Grain Co. has succeeded Larkin & Metcalf.

Groton, S. D.—The elvtr. of the Merchants Elvtr. Co. was recently damaged by fire.

Parkston, S. D.—We are installing a Hall Distributor in our elvtr.—J. W. Straup, mgr. Farmers Elvtr. Co.

Trent, S. D.—I am now traveling northern Iowa, southern Wisconsin, Minnesota and South Dakota for J. H. Dole & Co.—E. T. Hanson.

Faulkton, S. D.—I will build a new elvtr. to replace the house burned 2 years ago, if the crops next year warrant it.—C. E. Warner.

Madison, S. D.—The McKinnon Elvtr. Co. has purchased the elvtr. of the E. A. Rippe Estate recently and are now operating same.—Sam Even, agt.

Verdon, S. D.—W. B. Roby, former mgr. of the South Dakota Farmers Elvtr. Co., charged with the embezzlement of \$47,000 of the grain company's funds, has been placed on trial at Aberdeen. Roby denies his guilt.

Bryant, S. D.—The recently organized Bryant Grain Co. has bot the elvtr. formerly owned by F. C. Smith. The capital stock of the company is \$2,000. Officers are Geo. Moeller, pres.; L. S. Wright, vice-pres.; L. Staudy, sec'y-treas. F. R. Shepherd will be mgr.

Hitchcock, S. D.—The Farmers Elvtr. Co. is building a 40,000-bu. cribbed elvtr. and expects to have it completed soon. The officers of the company are A. J. Glidden, pres.; Chas. Whiting, vice-pres.; John Kingdon, sec'y., and H. Kingdon, treas. Capital stock is \$25,000.

Hurley, S. D.—The elvtr. of T. J. Scroggs, containing \$4,000 worth of grain, burned Oct. 29; loss on elvtr. \$4,500; on grain \$4,000, nearly covered by insurance. Mgr. Ed. Lambertson went over to the elvtr. and built a fire, returning to his home for breakfast. When he got back to the elvtr. the office was ablaze and the building burned to the ground. The elvtr. of the Reedy Grain Co. was threatened for a time, but was saved.

## SOUTHEAST.

Norfolk, Va.—The Robinson Brokerage Co., Inc., is no longer in business.

North Birmingham, Ala.—Officers of the Iron City Grain Co. elected Nov. 2 are H. Kockritz, Jr., pres.; J. Wade Foster, vice-pres.; R. J. Foster, sec'y and treas.

Clarksburg, W. Va.—J. W. Russell & Co. has bot the grain and merchandise business of E. C. Bassell. Mr. Russell was formerly employed by the brokerage firm of Wilison-Earle Co.—J. C. C.

Greenwood, Miss.—The Greenwood Business League is considering the erection of a small elvtr. and warehouse to include a corn meal and chop feed mill. Sec'y Hays says that it can be put up for from \$3,000 to \$5,000 and efforts are being made to secure that amount.

## TEXAS.

Houston, Tex.—The South Texas Grain Co. has filed an amendment to its charter, increasing its capital stock from \$80,000 to \$120,000.

Fort Worth, Tex.—G. J. Gibbs, sec'y of the Texas Grain Dealers Ass'n, has returned from his vacation, which was spent in his old home in California.

Fort Worth, Tex.—C. & J. M. Strong, Wellington, Tex., and the Barkemeyer Grain Co., Floydada, Tex., have applied for membership in the Texas Grain Dealers Ass'n.—G. J. Gibbs, sec'y.

Stratford, Tex.—"Wheat Day," a "banner day in wheat," was celebrated by the Stratford Booster Club and its friends, Oct. 28. Many thousand bus. of wheat were handled during the day, the club offering a premium of 2c per bu. over the top price. A program including horse racing, baseball games, parades, band concerts, etc., provided the entertainment of the day, while a children's party, a ball and a banquet were the features of the evening.

Galveston, Tex.—Stolz & Peterson are building a \$10,000 elvtr. at 32d and Mechanic str.

Galveston, Tex.—Exports from Galveston during October include 1,867,756 bus. of wheat and 23,142 bus. of corn; compared with 56,000 bus. of wheat, and 10,000 bus. of corn exported during October, 1911. Total shipments since Sept. 1 included 3,849,356 bus. of wheat and 23,142 bus. of corn; compared with 56,000 bus. of wheat and 10,000 bus. of corn exported in the corresponding period of 1911.—John H. Upshulte, chief inspector Board of Trade.

Fort Worth, Tex.—Many Texas oats have been shipped to California, and in all larger cities and towns are being offered for seed purposes. Genuine Texas Red Oats are very popular in that state, but the trade is exacting as to grade and condition, requiring that they be bright, of red color, well re-cleaned and absolutely free from foreign seeds of any sort. Both Maize and Kafir are growing in popularity on the Pacific coast. I believe that Texas is to-day the most prosperous state in the union. There is a world of feed-stuff raised in the panhandle and plains country, while central and north Texas have produced a good feed crop.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

## WASHINGTON.

Albion, Wash.—W. A. Standard, grain buyer for M. H. Houser, recently died of heart failure. He is survived by his widow, one son and two daughters.

## WISCONSIN.

Superior, Wis.—The J. L. Ross Co. has installed a Hall Signaling Grain Distributor in its elvtr.

Sheboygan Falls, Wis.—The elvtr. of the Konrad Schreiber Co. has completed its elvtr. and is taking in barley.

Coleman, Wis.—We have built a 25,000-bu. elvtr., the elvtr. of Joe Duquaine having burned down.—C. A. Harley, mgr. Coleman Implement Co.

Superior, Wis.—The new drier of the Gt. Northern is under way and is to be completed in less than 60 days. The building will cost \$30,000 and will have a capacity of 50,000 bus. of wet grain every 24 hours. It will be of fireproof construction, brick and concrete being used.

## MILWAUKEE LETTER.

The Lyman Grain Co. has filed an amendment to its charter increasing its capital stock from \$5,000 to \$30,000.

Clarence W. Hull has been admitted to membership in the Chamber of Commerce and the certificate of Buell L. Simmons has been posted for sale.

The grading of No. 2 Northern, which includes velvet chaff, as against No. 1 Northern in Chicago, has caused the local market to sell 3¼ cents under Chicago, and nearer Minneapolis market.

That "grades of 'sulphured' oats shall correspond with the other grades of oats, except that same shall be designated as 'Sulphured—Treated with Sulphur Dioxide,'" is an amendment to the rules of the Chamber of Commerce governing sulphured oats.

The following amendment to the inspection rules of the Chamber of Commerce governing rye has been recommended for ballot by the directors: No. 2 rye shall be dry, sound, and contain not more than 1% of other grain or foreign matter, and weigh not less than 54 lbs. to the measured bu.

A. E. Halderman, district supt. of the western weighing and inspection bureau, has been appointed by the railroad companies of the state to supervise the handling of grain transit accounts and policing of same at all stations in the state, in accordance with the recent order of the Interstate Commerce Commission, requiring the policing of all transit accounts. Mr. Halderman, who takes charge Nov. 1, will employ a large force of traveling auditors and inspectors to carry out the orders of the commission.



An effort is being made to revive the custom of permitting the delivery of Chicago elvtr. receipts on future contracts in addition to the Milwaukee receipts, the custom having become obsolete in the last two years, tho it was in force for the ten years prior to 1910. The matter has been submitted to the directors.

The board of arbitration of the Chamber of Commerce in rendering a decision, Sept. 20, made the following statement: "It is held by the Board of Arbitration that grain loaded from a Milwaukee elvtr. is not a proper delivery on a sale made for shipment from a country point. The respondents purchased corn of a concern in Iowa, and were justified in believing that it would be shipped from Iowa and would carry transit billing."

### WYOMING.

Carpenter, Wyo.—Our new cribbed elvtr. is completed and is modern in every way. The foundation and hoppers are of concrete and the building is covered with galvanized iron and has a capacity of 15,000 bus. Our equipment includes Fairbanks-Morse Engine and Wagon Scale and Richardson Automatic Scale. W. H. Cramer had the contract. The officers of the company are E. G. Underwood, pres.; Ed. Jacobson, sec'y, and Chas. Jacobson, treas.—L. M. Simpson, mgr. Farmers Co-operative Grain Co.

### Ambiguity of Policy Costs Insured \$7,000.

The location of a comma in an insurance policy cost J. Sidney Smith, now of Vancouver, B. C., and formerly of Kansas City, \$7,000. Had the comma been placed after one word in the contract, Mr. Smith would have received the money. The court held that the sentence in question should be punctuated differently, however, and so the Phoenix Fire Insurance Co., kept the money it would have otherwise had to pay on the loss of several cars of corn.

The suit was brought to collect payment for corn destroyed by fire on a side track near an elevator at Omaha, Neb. The sentence in the insurance policy read: "Grain in cars on side track within one hundred feet of the elevator."

Smith contended that the sentence should read: "Grain in cars on sidetrack, within one hundred feet of the elevator."

The court held to the original punctuation, holding that the cars must be within 100 feet of the elevator. Mr. Smith contended that so long as the cars were on the sidetrack—no matter how far from the elevator—just so that the side track ran within 100 feet of the elevator, the loss should be paid. He will appeal to the Supreme Court.

The corn in controversy was burned on the side track of the Chicago Great Western. Smith was paid \$6,000 for the loss by the railroad company, but he insisted this did not cover the value of the grain and sued the insurers.

Perry C. Smith, now of Winfield, Kan., who handled the suit for the firm, writes:

"We had 17 cars of corn set on the Independent Elevator tracks, about 150 ft. from the Independent Elevator, extending towards the Nye-Schneider-Fowler Elevator, about two blocks distance. The latter burned, and the fire destroyed 11 cars of our corn, the nearest being a little over 100 ft. from the elevator. I think that the railroads consider they have made delivery when cars are set to elevator tracks and elevator insurance covers grain in elevator and on track. Our controversy is a question of just what these insurance policies cover.

"The policies we have read 'grain in elevator and grain in cars on side track within 100 ft. of the elevator.' There is no punctuation in this sentence. Our claim is that any cars on a side track within 100 ft. of the elevator was covered by insurance. The Insurance Co. claims that only cars within 100 ft. of the elevator were insured. To show how foolish this contention is, take the 11 cars of corn that were burned into consideration. Each car and the couplings must have been on the average at least 38 ft. in length, making a total length of the 11 cars, 418 ft. The elevator was 80 ft. wide, had the middle car been set in the center of the elevator the two cars at each end of the string would not have been covered by insurance according to the contention of the Insurance Co's. The insurance issued by these companies, amounting to \$12,000, was sufficient to insure 20 cars.

"There is no doubt in the writer's mind that the Insurance policies were made and worded with the intention of covering grain in any and all cars adjacent to the elevator and that this technicality was raised only after they had been called upon to pay for the grain. It is no uncommon thing for an elevator the size of the Independent Elevator to have several hundred cars on track during times of congestion, and I think that every grain man has always considered that his grain was insured in these cases.

"In Kansas City, where the writer has had most of his experience, policies read, 'in cars adjacent to the elevator,' with no reference as to distance, and I see nothing to make me believe that these insurance policies written in Omaha were not issued with the same intent. One thing is certain, that if the insurance companies only intended to insure cars within 100 ft. of the elevator, it would be impossible for them to assume a liability on over 20 or 30 cars, which at times would leave an immense amount of grain uninsured, and would permit the insurance companies to collect a large amount of premium on grain not covered by the policies.

"It is my understanding that any ambiguous wording of an insurance policy is always decided in favor of the insured. Personally, I do not think there is very much ambiguity about this policy, and I think it very clearly covers any cars adjacent to the elevator. However, the judge considered that there was no ambiguity in the clause and that it did not cover our cars.

"We have taken an appeal."

Population in cities increased 34.8 per cent during the decade ended April 15, 1910, while the population in rural districts increased only 11.2 per cent, according to the Bureau of the U. S. Census.

Barley acreage and production in France are reported upon by Deputy Consul General Bartley F. Yost, Paris. The acreage this year was 1,856,124 compared with 1,906,279 acres in 1911. The yield this year is estimated at 2,509,133,319 lbs., against 2,393,441,337 lbs. in 1911. In spite of the increased production, the rains of August caused the barley to be of poor quality. It will grade feed for the most part, in the opinion of the deputy consul general. Home consumption for 1910, 1911 and seven months of 1912 were as follows: The importations of barley into France for 1910, 76,448,940 lbs.; in 1911, 250,090,500 lbs.; in seven months of 1912, 202,291,540 lbs.

## Feedstuffs

Susan C. Gentry, Memphis, Tenn., has secured letters of patent in the trade name, "Aunt Patsy's Poultry Feed," serial number 64,208.

A car of mill screenings from Manitoba, held up at Minneapolis by the customs authorities has been released. It is said the car was held up thru a technical misunderstanding.

The Buckeye Grain & Milling Co., Columbus, O., is now equipping its plant with up to date machinery for the manufacture of molasses alfalfa stock feeds. The brand will be called "Alcorn".

Baltimore received 1,481 tons of feed and shipped 258 tons during October; compared with 839 tons received and none shipped during October, 1911.—Jas. B. Hessong, sec'y Chamber of Commerce.

Minneapolis received 6,239 tons of feed and shipped 66,173 tons during October; compared with 3,689 tons received and 59,877 tons shipped during October, 1911.—John G. McHugh, sec'y Chamber of Commerce.

Arkansas state feed inspection officials are making a special campaign in the enforcement of the law requiring the tagging of feed. A dealer was recently fined \$40 for selling untagged feed from a small mill in Oklahoma.

The Powers Mfg. Co., Waterloo, Ia., has been incorporated with a capital stock of \$10,000. The company will manufacture stock feed. Officers are: L. J. Powers, pres. and secy, A. G. Couch, vice pres., and G. Miller, treas.

The M. C. Peters Mill Co., Omaha, Neb., said to have the largest alfalfa mill in the world, is arranging for the construction of a new two story brick and concrete building and steel warehouse to accommodate its increasing business.

The Oatequal Co., manufacturers of horse and mule feed, Columbus, O., has determined to discontinue manufacturing and will do a distributing business in the future. The Buckeye Grain & Mill Co., Columbus, will manufacture the products formerly made by the Oatequal Co.

"Forage Crops for the Cotton Region" is the title of Farmers Bulletin No. 509, published by the U. S. Dept of Agriculture, the author of which is S. M. Tracy, special agent office of Forage Crop Investigations. The bulletin takes up the various forage crops best adapted for growing in the southern or cotton states.

The American Mfg. Co., Chicago, Peoria, Ill., Owensboro, Ky., and Superior, Wis., has recently completed a \$50,000 poultry feed plant at Peoria, said to be one of the best plants of its kind in the world. The poultry feed plant occupies a large building separate from the company's molasses feed plant and warehouses.

The M. C. Peters Mill Co., Omaha, Neb., charged by the government with misbranding a quantity of stock feed, labeled "Pasture Dairy Meal Pure Ground Alfalfa and fine Syrup", "Red Feather Poultry Food", and "Arab Balanced Horse Feed", pleaded guilty to misbranding "Arab Balanced Horse Feed" and was fined \$75, and ordered to pay costs amounting to \$28.63. The company was acquitted of misbranding the other feeds mentioned.



The Kornfalfa Feed Mfg. Co., Kansas City, Mo., was charged by the government with misbranding in shipping into Pennsylvania a quantity of a product labeled, "100 lbs. Kornfalfa Feed: Alfalfa, Corn, Oats; The Right Feed for your Stock: Analysis: protein 12%, fat 4%, carbohydrates 58%, fibre 11%, made by the Kornfalfa Feed Mfg. Co., Kansas City, Mo." Misbranding was alleged because the feed consisted of 10.51 moisture, 3.25 per cent ether extract, 10.5 per cent protein, and 11.56 per cent crude fibre. The company was found guilty as charged and fined \$75 and costs.

The Just Mfg. & Feed Co., Nashville, Tenn., was charged by the government with misbranding in violation of the Food and Drugs Act, in shipping from Tennessee to Florida a quantity of "Allafat Horse Feed" labeled: "100 lbs. Allafat Horse Feed (Just Feeds). Just Mfg. & Feed Co., Nashville, Tenn." and "100 lbs. Allafat Horse and Mule Feed Manufactured by Just Mfg. & Feed Co., Nashville, Tenn. Guaranteed Analysis: Protein 10.50, fat 3.75, fiber 10.50, carbohydrates 62.96. Made from pure corn, ground oat feed, barley meal, alfalfa meal. Little salt added judiciously." Misbranding was charged because the product contained less fat and more fiber than stated on the label. Defendant pleaded guilty and paid \$25 fine.

Corn chops containing over 14 per cent moisture are likely to spoil under weather conditions in Texas, says G. S. Fraps, chemist of the Texas Experiment Station. Corn chops that are damaged can only be sold as damaged feed. If mixed with other feed, the mixture is adulterated under the provisions of the pure food law. Prof. Fraps avers that parties importing corn chops shud require a guarantee that the chops do not contain over 14 per cent moisture. Shipments containing an excess of moisture shud not be accepted, he says. In his opinion the corn shud be dried if necessary, as the additional expense is small in comparison with the value of the corn, which is almost sure to spoil if it contains an excess of moisture. Corn containing 10 to 12 per cent moisture may spoil if stored in bulk or in sacks packed so as to prevent ventilation.

New Jersey's new feed law, which goes into effect Dec. 1, is arousing considerable antagonism among feed dealers. It is said that the New Jersey legislators attempted to follow the proposed uniform law, drawn up by the Ass'n of Feed Control Officials and endorsed by the American Feed Manufacturers' Ass'n, but failed utterly. Section 4 of the New Jersey statute is especially obnoxious and reads as follows: "For the purpose of defraying the expenses connected with the inspection of concentrated commercial feeding stuffs sold or offered for sale in this State and experiments relative to the value thereof, all corporations, firms or persons engaged in the manufacture or sale of concentrated commercial feeding stuffs shall, on July 1 and Jan. 1 of each year, make a statement under oath in due form of law, which shall be filed with the State Chemist and which shall set forth the number of net tons of such feeding stuffs sold during the preceding six months; and upon such statement shall pay to the New Jersey State Experiment Station the sum of 8 cents per net ton of two thousand pounds. Nothing contained in this section shall interfere with commercial feeding stuffs, passing thru the State in transit."

No program has been arranged for the special meeting of the American Feed Manufacturers Ass'n, to be held at Washington, D. C., Nov. 18 and 19. It is more than likely that no business session will be held, as the members of the Ass'n will desire to attend the sessions of the Feed Control Officials, which will be held Nov. 18 and 19.

"Feeding Beef Cattle in Alabama" is the title of bulletin No. 159 of the Bureau of Animal Industry, the authors of which are Dan T. Gray, professor of animal industry, Alabama Polytechnic Institute and W. F. Ward, junior animal husbandman, Animal Husbandry Division. The bulletin takes up winter fattening on cotton seed meal, wintering steers followed by summer fattening on pastures, the value of shelter for fattening cattle in Alabama and early fattening compared with late fattening of steers on pasture.

The McCaw Mfg. Co., Macon, Ga., was charged by the government with misbranding 252 sacks of cotton seed hulls, each purporting to contain 100 lbs., sold to T. F. McGahee, Atlanta, Ga. Misbranding was charged because the sacks were under 100 lbs. The McCaw Mfg. Co. admitted the allegations of the libel and consented to a decree. Judgment of condemnation and forfeiture was entered and the court ordered that upon payment of costs and the execution of a \$250 bond, the product shud be released and returned to the company.

## Program Feed Control Officials.

An excellent program has been provided for the fourth annual convention of the Ass'n of Feed Control Officials of the United States, which will be held at the Raleigh Hotel, Washington, D. C., Nov. 18 and 19. At the first session of the convention an address will be made by the pres., W. J. Jones, Jr., of Lafayette, Ind.

In the afternoon Dr. R. E. Stallings, state chemist of Georgia, will deliver an address on "Cotton Seed Meals and Their Manufacture." Dr. H. C. Humphrey, chemist of the Corn Products Refining Co., New York, will speak on "Gluten Feeds and Their Manufacture." "Oat By-products, Their Value and Conservation," is the subject to be discussed by Prof. F. D. Fuller, chief deputy state chemist of Indiana. Carl S. Miner, chemist, Chicago, will deliver an address on the "Utilization of By-products." The Hon. George L. Flanders, counsel for the New York State Dept of Agriculture, Albany, N. Y., will close the afternoon program with an address on "State Legislation Affecting Commercial Feeding Stuffs."

The second day's session will be devoted to a round table talk at which only members of the Ass'n will be present, miscellaneous business, election of officers and com'ite reports.

A. P. Husband, recently appointed sec'y of the Millers' National Federation, assumed his new duties Oct. 21.

We certainly appreciate the valuable information we gain from reading the Grain Dealers Journal.—The Canton Feed & Mfg. Co., Canton, O.

The announcement that a broom corn exchange has been organized at Chicago is somewhat premature, the promoter stating that the exchange is not yet ready. The project has not been sanctioned, as alleged, by the Chicago Ass'n of Commerce.

## Wm. H. Colvin & Co. 104 S. La Salle Street CHICAGO

The energies of the trade are occupied in the marketing of the crop of small grains. The volume of receipts is large and so is the distribution. Values in the United States have been adjusted to those in Europe, so that there is an enormous absorption of wheat and oats, and both are on the best commercial bases they have been in years.

Lake freights are the highest at this season they have been in years, and ocean freights have increased 100% in the last 60 days. These conditions accentuate the big demand there is for food products.

**Consignments of Grain  
and orders for future  
transactions solicited.  
Also orders for wheat  
from millers.**

### MEMBERS

**New York Stock Exchange,  
New York Coffee Exchange,  
Chicago Stock Exchange,  
Chicago Board of Trade.**

## Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks, Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10x15 1/2 inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.50.

## GRAIN DEALERS JOURNAL

315 So. La Salle Street CHICAGO, ILL.

## GRAIN SHIPPING LEDGER

Form 24. An indexed shipping ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 1/2 x 15 1/2 inches, used double.

The book contains 100 double pages. Atlas linen ledger paper is used. A 16-page ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$2.50.

## Grain Dealers Journal

315 So. La Salle St. CHICAGO, ILL.



## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

**I. T. Sys.** in 185D quotes grain rates from its stations in Illinois to Chicago, state Oct. 14; interstate Nov. 29.

**Western Trunk Lines Circular No 1-1** gives rules and regulations and exceptions to classifications, effective Nov. 1.

**N. Y. C. & St. L.** in Sup. 6 to GFD15D quotes grain rates from Chicago and rate points to C. F. A. points, effective Nov. 15.

**A. T. & S. F.** in Sup. 9 to 7394B quotes grain rates between its stations and connections and N. M. Cent. stations, effective Nov. 26.

**I. C.** quotes rates effective Nov. 17 on corn, rye, oats, and barley from St. Louis, Mo., to East Dubuque, Menominee and Galena, Ill., 10.5c.

**Wabash** in Sup. 6 to 9987 quotes grain rates from Rose, St. Joe, Spencer, Grabbill and Thurman, Ind., to Ohio points, effective Nov. 24.

**M. C.** in Sup. 6 to GFD9078 quotes grain rates from its stations and connections to eastern U. S. and Canada basing points, effective Dec. 1.

**B. & O.** in Sup. 13 to ICC 10328 quotes grain rates from its stations to Western Terminal and points basing thereon, effective Nov. 15.

**C. & N. W.** in GFD11319 quotes grain rates from Kansas City, Mo., to Minnesota, South Dakota and North Dakota points, effective Nov. 20.

**N. P.** in Sup. 16 to 665B quotes rates on grain from its stations in Montana to Minnesota, North Dakota and Wisconsin points, effective Nov. 10.

**C. & A.** in Sup. 7 to 28-B (Item No. 40-A) announces absorption of elevation and transfer charges on grain at Kansas City, Mo.-Kan., effective Nov. 6.

**Wabash** in Sup. 6 to 7831 quotes rates on corn and oats from Des Moines, Ia., when from beyond to Arkansas and Oklahoma points, effective Nov. 21.

**I. T. Sys.** in Sup. 3 to 210A quotes grain rates between its stations in Illinois and East St. Louis, Venice, Ill., and St. Louis, Mo., state Oct. 18; interstate Nov. 20.

**M. & St. L.** in Sup. 11 to 1622A quotes grain rates from Missouri, Kansas, Nebraska and Iowa points to its stations and those of its connections, effective Nov. 18.

**C. & N. W.** in Sup. 8 to GFD11475A quotes grain rates between stations in Illinois, Wisconsin, Iowa, Minnesota, North Dakota and South Dakota points, effective Nov. 15.

**C. B. & Q.** in Sup. 9 to GFO35G quotes wheat and corn rates between Duluth, Minn., Wisconsin points and stations in Minnesota and Wisconsin, effective Dec. 15.

**C. C. C. & St. L.** in Sup. 29 to 1368F quotes grain rates from Illinois points, St. Louis, Mo., and rate points to C. F. A. points and also Ontario, Can., effective Dec. 1.

**Mo. Pac.** in 201Y quotes elevation charges on grain, C. L. transferred thru elevators located at stations in Nebraska, Iowa, Kansas, Illinois and Missouri, effective Nov. 25.

**C. & A.** in No. 2-C quotes switching and other terminal charges, also rules governing absorption of switching, drayage and transfer charges at its stations, effective Nov. 26.

**C. B. & Q.** in Sup. 10 to 1362-G quotes local, joint and proportional rates on grain between St. Paul, Minneapolis, Winona, La Crosse and stations in Illinois, effective Nov. 20.

**Wabash** in Sup. 6 to 998 quotes grain rates from its stations in Indiana, Illinois, Michigan and Ohio to C. F. A. points, J. C. S. Ky., and Hannibal, Mo., effective Nov. 24.

**C. B. & Q.** in Sup. 10 to GFO1362G quotes rates on grain between St. Paul, Minneapolis, Winona, Minn., La Crosse, Wis., rate points and stations in Illinois, effective Nov. 20.

**Mo. Pac.** in Sup. 23 to 1285 quotes grain rates between Kansas, Nebraska, Iowa, Missouri points and Colorado, Kansas, Missouri, Nebraska, and Oklahoma points, effective Nov. 18.

**Erie** in B2972 quotes rates on corn, oats, rye and wheat, ex lake at and east of Buffalo, N. Y., to New York, N. Y., corn 5½c, oats, 4c, rye, 6c, wheat, 6½c per bu., effective Nov. 15.

**West Shore** in A8329 quotes rates on wheat, corn, rye and oats, applying at and east of Buffalo, N. Y., to West Shore Cent. N. E. and N. Y. N. H. & H. stations, effective Nov. 15.

**M. & St. L.** in 1585B gives rules governing milling, cleaning, mixing and shelling in transit of grain between its stations and from its stations to connecting lines, effective Nov. 20.

**Erie** in Sup. 2 to B2858 quotes ex lake grain rates at and east of Buffalo, N. Y., to New York, Baltimore, Md., Philadelphia and points taking same rates (numerous rates), effective Nov. 15.

**C. P. & St. L.** of Ill. in Sup. 6 to GFO8087D quotes grain rates from Pekin and Peoria, Ill., and rate points to Arkansas, Tennessee, Alabama, Louisiana and Mississippi points, effective Nov. 25.

**C. & A.** in 1582B quotes grain rates from Kansas City, Mo., and Missouri points to Arkansas and Louisiana points west of the Mississippi river, including Texarkana, Ark.-Tex., effective Nov. 15.

**C. R. I. & P.** in Sup. 10 to 14871E quotes grain rates between Memphis, Tenn., and stations in Arkansas, also from stations in Louisiana to Memphis, Tenn., and stations in Arkansas, effective Nov. 30.

**C. & N. W.** quotes a rate effective Oct. 21, on wheat, barley, corn, oil meal, on shipments originating beyond, from Chicago, Coster, East Joliet, Joliet and Waukegan, Ill., to Winona, Minn., 10c.

**Grand Trunk** in Sup. 6 to 333 quotes grain rates from its stations and those of its connections, also reshipping rates from Chicago and Milwaukee to eastern New England and Canadian points, effective Nov. 15.

**B. & O.** quotes a rate effective Nov. 5, from West Fairport, O., ex lake, to Baltimore (Locust Points), Md., for export, barley 5.05c, shelled corn 4.95c, flaxseed 5.70c, oats 3.80c, rye 5.45c, wheat 5.70c per bu.

**C. B. & Q.** quotes a wheat rate from Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, South Omaha, Nebraska City, Neb., Council Bluffs, Ia., originating beyond to Peoria, Ill., 10½c, effective Nov. 20.

**N. Y. C. & St. L.** quotes grain rates from Avery, Avon, Berlin Heights, Dover, Kimball, Kishmans, Lorain, Oak Point, Rocky River, Sheffield, South Lorain, Vermillion and West Dover, O., to Chicago, 10c, effective Nov. 19.

**Mo. Pac.** in Sup. 17 to 1340A quotes grain rates between St. Louis, Mo., stations in Illinois and Minnesota and points in Colorado, Kansas, Missouri, Nebraska and Oklahoma and also between Missouri points, effective Nov. 15.

**N. Y. C. & St. L.** in GFD265D quotes grain rates from Chicago and rate points to Baltimore, Md., articles taking Note 3 11½c; Notes 4 and 5, 12c; Notes 7 and 9, 13c; Notes 8 and 10, 12c. (Reductions.) Effective Nov. 23.

**N. Y. C. & H.** quotes rates effective Nov. 15, from Buffalo, N. Y., to New York and Boston, for export: wheat 6c, corn 5½c, rye 5½c, barley 5½c, oats 4c, flaxseed 6c per bu.; to Philadelphia for export: wheat 5.7c, corn 4.95c, rye 5.45c, barley 5.05c, oats 3.8c, flaxseed 5.7c per bu.; from Oswego, N. Y., to New York, for export: wheat 6c, corn 5½c, rye 5½c, barley 5½c, oats 4c, flaxseed 6c per bu.

**C. R. I. & P.** in Sup. 8 to 19687E quotes grain rates from its stations, also Missouri River crossings to Alabama, Arkansas, Florida, Illinois, Indiana, Kentucky, Louisiana, Mississippi, Ohio and Tennessee points, effective Nov. 28.

**N. Y. C. & H. R.** in A23648 quotes rates on wheat, corn, rye, and oats applying at and east of Buffalo, N. Y., to Philadelphia, Pa., wheat for export 5.7c per bu., corn 4.95c per bu., rye 5.45c per bu., oats 3.8c per bu., effective Nov. 15.

**Soo** quotes a rate on oil cake and oil meal from Minneapolis, St. Paul, Minnesota Transfer, Duluth, Minn., and Superior, Wis., to Chicago, Milwaukee, Manitowoc, Montello, Portage, Nekeosa and Greenwood, Wis., 10c, effective Nov. 25.

**C. B. & Q.** in Sup. 11 to 5100-B, in connection with participating carriers named in item No. 1E, quotes joint freight tariffs on classes and commodities between stations on its lines and stations on the Ft. D., D. M. & S., effective Dec. 1.

**C. B. & Q.** in GFO6786C quotes grain rates from its stations and those of the C. A. & De K. in Illinois, also Mississippi River points, Dubuque, Ia., to Louisiana, Mo., inclusive to Illinois, Indiana, Ohio and Kentucky points, effective Nov. 17.

**I. C.** in Sup. 19 to 1081A quotes grain rates from its stations in Illinois, also Evansville, Ind., and St. Louis, Mo., to its stations and connections in Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania and West Virginia, effective Nov. 19.

**C. R. I. & P.** quotes a new rate from North Topeka, Bishop, Valencia, Willard, Maple Hill to Algiers, Gretna, La., Galveston, Texas City, Tex., Mobile, Ala., New Orleans, Port Chalmette and Westwego, La.: wheat 25½c, corn 23c, effective Nov. 21.

**Frisco** quotes a rate effective Oct. 25 between Kansas City, Mo., Atchison, Leavenworth, Kan., St. Joseph, Mo., and Hammon, Okla., wheat 24½c; corn 23c; flaxseed, hemp seed, millet seed, 35c. Effective Nov. 24, rates on flaxseed, millet seed and hemp seed will be 32c.

**L. & N.** in Cir. RC-4037 quotes rules and regulations governing the allowance of transit privileges on grain at Nashville, Tenn., drawn from Ohio and Mississippi River crossings and points north and west thereof to points in S. E. and Caro territory, effective Nov. 24.

**C. P.** quotes a rate effective Nov. 16, wheat 6c, oats 4c, from Port McNichol (Victoria Harbor), Ont., to Boston (Hoosac and Mystic wharves); applies on traffic consigned thru to British and foreign countries except Newfoundland, St. Pierre, Miquelon, and United States.

**I. C.** in Sup. 19 to 1081-A quotes local, joint and proportional rates on grain from its stations in Illinois, Evansville, Ind., and St. Louis, Mo., to points on its lines and connecting roads in Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania and West Virginia, effective Nov. 19.

**C. R. I. & P.** in Sup. 5 to 19690D quotes grain rates from Colorado, Iowa, Kansas, Missouri, Nebraska, New Mexico and Oklahoma points to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Alabama, Arkansas, Louisiana, Mississippi and Missouri, effective Dec. 3.

**N. P.** in 209C quotes rates on corn, rye and oats from Minnesota points to be sacked, cleaned or milled in transit at North Branch, Rush City, Pine City, Carlton, Minn., or Superior, Wis., shown when destined to stations in Minnesota and Wisconsin, state Nov. 1; interstate Nov. 24.

**C. & E. I.** quotes grain rates, effective Nov. 19, to Milwaukee, Racine, Wis., and Waukegan, Ill., from South Holland, 7.2c; Thornton Jct., Thornton, and Glenwood, 7.4c; Claytonville and Cissna Park, 9c; Hickman and Goodwine, 8c; Tallmadge and Hopkins Park, Ill., 7.5c. Effective Nov. 16, wheat from Chicago to Casey, Effingham, Greenup, Homer, Jewett, Marshall, Martinsville, Montrose, Teutopolis and Woodbury, Ill., 8c.



L. H. V. quotes a rate effective Nov. 15 from Buffalo, N. Y., to Port Richmond, Philadelphia, for export: wheat 5.70c, rye 5.45c, corn 4.95c, barley 5.05c, oats 3.80c, flaxseed 5.70c per bu.; to New York and Boston, for export: wheat 6c, rye 5.75c, corn 5.25c, barley 5.25c, oats 4c, and flaxseed 6c per bu.

C. B. & Q. in 6786-C quotes joint and proportional rates on grain from its stations and those of the C. A. & De K. in Illinois, also Mississippi River points, Dubuque, Ia., to Louisiana, Mo., inclusive to Brookport, Cairo, Metropolis, Mounds, Ill., Evansville, Ind., Cincinnati, O. Paducah and Louisville, Ky., effective Nov. 17.

C. R. I. & P. in Sup. 8 to 19687-E quotes joint and proportional rates on grain and seeds from its stations and those of the St. P. & K. C. S. L. in Iowa, Minnesota and South Dakota and Missouri river crossings, to Alabama, Arkansas, Florida, Illinois, Indiana, Kentucky, Louisiana, Mississippi, Ohio and Tennessee, effective Nov. 28.

C. R. I. & P. in Sup. 5 to 19690-D quotes local, joint and proportional rates on grain, seeds and broom corn from stations in Colorado, Iowa, Kansas, Missouri, Nebraska, New Mexico and Oklahoma to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Alabama, Arkansas, Louisiana, Mississippi and Missouri, effective Dec. 3.

M. & St. L. quotes rates effective Nov. 18 on corn, oats, rye and barley to Hazel Run, Clarkfield, Boyd, Dawson, Madison, Marietta, Revillo, Strandburg, Troy, Waverly, Gardner and Watertown, S. D., from Kansas City, St. Joseph, Mo., Atchison and Leavenworth, Kan., 17½c; Omaha, South Omaha, Nebraska City, Neb., and Council Bluffs, Ia., 16c.

C. R. I. & P. in 27537A quotes grain rates from its stations in Illinois and Iowa, also reshipping rates from Peoria and Pekin, Ill., to eastern and Canadian points, also grain and grain screenings from its stations in Illinois, Iowa, Kansas, Minnesota, Missouri and Nebraska to Indiana, Kentucky, New York, Ohio and Pennsylvania points, effective Nov. 16.

C. B. & Q. in Sup. 15 to 849-C in connection with lines east of the Missouri river quotes a supplementing joint freight tariff on grain from stations on the C. B. & Q. in Illinois, stations on the Mississippi river named in the tariff, stations on the C. A. & De K., R. I. Sou., and Victoria, Ill., to Atlantic seaboard, interior points and eastern Canadian points, effective Nov. 15.

C. & E. I. in 6244 quotes thru rates on corn and grits to Milwaukee, Racine, Wis., and Waukegan, Ill., from its stations in Illinois, north of and including Danville, St. Elmo and East St. Louis, also Free-land Park, Pence, Finney and Judyville, Ind. These rates are made up on the basis of the Illinois "proportional" rates, or specifics to Chicago, plus 3 cents per 100 pounds, and apply via Chicago, with transit privilege, effective Nov. 19.

Mo. Pac. quotes a rate effective Nov. 18 on alfalfa feed and alfalfa meal between Superior, Neb., and Concordia, Norway, Scandia, Sherdahl and Yuma, Kan., 6½c; from Leoti, Kan., and Baxter, Col., to Omaha, South Omaha, Nebraska City, Lincoln and Crete, Neb., 20c. A rate effective Nov. 23, wheat to Minneapolis, Minnesota Transfer, St. Paul, Minn., from Aullville, 18½c; Centerville 18c; Cole Camp 19c; Concordia, Confederate Home, 18½c; Lexington 18½c; Warsaw, Mo., 20c.

C. R. I. & P. in 27537-A quotes joint and proportional rates on grain from its stations in Illinois and Iowa, also reshipping rates from Peoria and Pekin, Ill., to Boston, New York, Albany, Utica, Syracuse, Rochester, N. Y., Philadelphia, Baltimore, Montreal, Quebec and other eastern points; also on grain, grain screenings, and flaxseed from its stations in Illinois, Iowa, Kansas, Minnesota, Missouri and Nebraska to stations in Indiana, Kentucky, New York, Ohio and Pennsylvania, effective Nov. 16.

C. R. I. & P. in Sup. 61 to 18750-A quotes proportional rates on grain and seeds from Kansas City, St. Joseph, Mo., Atchison, Armourdale (Kansas City, Kan.), Leavenworth, Kan., Council Bluffs, Ia., Omaha and South Omaha, Neb., when originating at points in Iowa, Missouri, Kansas, Nebraska, Colorado, Oklahoma and Texas to stations on lines named in tariff as amended. Sup. 61 replaces Sup. 60 to I. C. C. 6918, item 12-B of which was suspended by the Interstate Commerce Commission until Feb. 8, 1913.

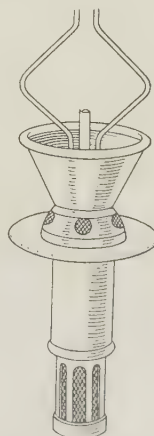
C. R. I. & P. in Sup. 70 to 10389-C quotes local, joint and proportional rates on grain, flax and millet seed between St. Louis, Mo., East St. Louis, Alton, Quincy, Ill., Hannibal, Mo., and stations in Illinois, Iowa, Nebraska, Minnesota, Missouri and South Dakota on its lines, also Armourdale, Kansas City, Kan., Atchison and Leavenworth, Kan.; also on grain from stations in Iowa, Minnesota, and South Dakota on its lines to Cairo, Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined to south-eastern and Carolina territories, effective Nov. 15.

D. L. & W. quotes a rate effective Nov. 15, from Buffalo, N. Y., to Baltimore, for export: wheat 5.70c, shelled corn 4.95c, rye 5.45c, barley 5.05c, oats 3.80c, flaxseed 5.70c per bu.; to Boston, Mass., and New York Lighterage Station, N. J., for export: wheat 6c, shelled corn 5.25c, rye 5.75c; barley, 5.25c; oats 4c, flaxseed 6c; to Philadelphia, wheat 5.70c, shelled corn 4.95c, rye 4.45c; barley 5.05c, oats 3.80c, flaxseed 5.70c per bu.; from Oswego, N. Y., to New York Lighterage Station, N. J., for export: wheat 6c, shelled corn 5.25c, rye 5.75c, barley 5.25c, oats 4c, flaxseed 6c per bu.

The entertainment program for the next annual convention of the National Hay Ass'n, which will be held at Peoria, Ill., next summer, has been arranged for. J. W. Taylor, sec'y and treas. of the Ass'n, conferred with the business men of Peoria, Oct. 28, and the following tentative program is planned: A boat ride up the Illinois river with luncheon on the boat, a banquet at the Coliseum and automobile rides thru the city.

## Gasoline Filter.

A combined filter-funnel for gasoline has been introduced to the English trade at London. The device, as shown in the engraving, combines a funnel with a filter of fine wire gauze and by its use foreign matter is excluded from the gasoline tank. It is superior to some other funnels in that there is no waste of gasoline, as the supply can rest on the funnel during the operation of filling the tank and there is therefore no occasion for holding it in position. For the engraving herewith we are indebted to *Popular Mechanics*.



Gasoline Filter.

## Sample Envelopes

Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.

TULLAR ENVELOPE CO.  
67 Larned St. Detroit, Mich.

R

**E + FUMA =**

Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills with

**FUMA**

The only satisfactory method of treating grain in the bin; kills all insects, weevils, moths, etc.

10c per lb., in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR  
Manufacturing Chemist Penn Yan, N. Y.



Is this your grain?

It May Be

But these losses can be prevented with

**Kennedy Car Liners**

Made by

**FRED W. KENNEDY**

Shelbyville, Ind.

## Shippers' Record Book No. 20

is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left-hand page, in bold faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price \$1.75.

Address

**GRAIN DEALERS COMPANY**

315 So. La Salle St., Chicago, Ill.



## Supply Trade

What life is to the clay of which we're made,

Is Advertising to the world of trade;  
For, as, devoid of life, the senseless dirt  
Had lain forever passive and inert,  
But with the soul's infusion sprang up—  
right,

A being of activity and might;  
So trade—which has no spirit of its own  
And flatter gets the more 'tis left alone,  
In which condition it is apt to feel  
The harsh imprint of Competition's heel—  
By Advertising, constant and discreet,  
Is made a thing with life and strength re-  
plete.

Yes, constant, or the trade will soon decay,  
As we, when life is stopped, return to clay.

Winnipeg, Man.—The Smart Bag Co., Ltd., has purchased land for enlarging its plant, enough to give employment to about 200 additional hands.

Wichita, Kas.—The P. H. Pelkey Const. Co. has recently enlarged its warehouse room for the purpose of accommodating a larger stock of elevator and mill supplies.

Charles City, Ia.—The incorporation of the Charles City Engine Co. has been completed and the building and equipping of a new factory is expected to proceed at once.

Indianapolis, Ind.—The annual meeting of the National Gas Engine Ass'n. will be held at the Claypool Hotel Dec. 3, 4 and 5. A number of very interesting papers have been arranged and there will be the customary exhibit of accessories, engine parts, etc.

Chicago, Ill.—David L. Taylor, president of the Taylor-Critchfield Co., advertising agents, and a well known figure in the advertising world, died at his home Oct. 22d, as the result of nervous prostration, after being confined to his home for several weeks.

Indianapolis, Ind.—The Atlas Engine Works, large manufacturers of engines and boilers, has been sold at receiver's sale to the Lyons-Atlas Co., organized by Chicago interests for the purpose of bidding in the plant. The manufacture of Diesel oil burning engines and Knight motors will be continued.

Washington, D. C.—Trade marks applied for and registered with the U. S. Patent Office are those by the King & Hamilton Co. of Ottawa, Ill., the capital letters "C" and "D" and the word "OTTAWA" applied to corn shellers, and by the Avery Scale Co., North Milwaukee, Wis., the word "PROTECTOR" applied to scales.

Minier, Ill.—A writ of injunction has been served upon Henry B. Schroeder to restrain him from further infringements on the patent owned by the Portable Wagon Dump and Elvtr. Co. This suit was begun in 1905 and it has been stated that thus far the sum of \$50,000 has been expended for litigation. The defendants filed notice of appeal and in the meantime the injunction will be in full force.

Dodge City, Kas.—The Dodge City Mill & Elvtr. Co. has filed suit against P. H. Pelkey of the Central Const. Co., Wichita, for \$10,000, account of failure to complete the erection of an elevator at Ensign, Kas. It is alleged that Pelkey failed to pay for material for which the milling company had paid him over \$5,000. An additional \$5,000 is asked for damages, account of loss of business by the non-completion of the elevator.

Montreal, Can.—The C. O. Bartlett & Snow Co., Ltd., have been granted a Dominion charter to deal in, manufacture and install elevating, conveying and power transmission machinery, engines, boilers, etc., and carry on a general line of engineering, manufacturing and construction work. This company is the outgrowth of the extensive Canadian business of the C. O. Bartlett & Snow Co., Cleveland, O., and has been granted Canadian rights to all patents and licenses owned by the Ohio company. The head office will be located at 282 St. Catherine St., with Herbert S. Hersey, Gen. Mgr.

Indianapolis, Ind.—The popularity of Nordyke & Marmion's service elevator is being shown by a number of recent orders, among which are those for the North State Mfg. Co., Greensboro, N. C.; Wm. Kelly Mfg. Co., Hutchinson, Kas.; Robin Hood Mills, Moose Jaw, Sask.; and two for the Ogilvie Flour Mills Co., Medicine Hat, Can. The large corn crop has given an additional impetus to the mills handling corn products and many of them are increasing their working equipment. Meal Dryers have recently been ordered by the Cadiz Mfg. Co., Cadiz, Ky.; C. A. Krause Mfg. Co., Milwaukee, and American Hominy Co., Indianapolis. Many orders have recently been placed for elevator supplies and roller mills.

Chicago, Ill.—The Moisture Tester has come to stay. The increasing demand demonstrates what an important part it plays in the marketing of the new crop. Recent sales of Moisture Testers by the Hess Warming & Ventilating Co. include the following: P. A. Feltner, Eureka, Ill.; Farmers Co-Op. Elvtr. Co., Sibley, Ia.; Davy & Co., Evert, Minn.; H. A. Baxter, Washington, Ia.; W. L. Sanborn, Merville, Ia.; Farmers Elvtr. Co., Craig, Ia.; C. F. Holt, Eden, Ill.; Hart Bros., Saginaw, Mich.; Davis & Milligan, Scranton, Ia.; Grain Growers Grain Co., Winnipeg and Fort William, Canada; Trans-Mississippi Grain Co., Arthur, Ia.; Western Elvtr. Co., Beaver, Ia.; Meadows Grain & Coal Co., Meadows, Ill.; Harrison Bros., Chenoa, Ill.; Farmers Elvtr. Co., Garden City, Ia.; Farmers Elvtr. Co., Gowrie, Ia.; Egly-Doan Elvtr. Co., Ft. Wayne, Ind.; L. B. Spracher & Co., Ben Clare, S. D.; Allendorf, Ia., and Sibley, Ia.; Farmers Elvtr. Co., Thor, Ia.; Stanford Grain Co., Stanford, Ill.; A. C. Petermeyer, Odebolt, Ia.; Omaha Grain Exchange, Omaha, Neb.; McCaull-Webster Co., Minneapolis, for their stations at Walthall, Neb., Calliope, Ia., and Lesterville, S. D.; Saunders-Westrand Co., Omaha, Neb., for their stations at Bloomfield, Crofton, Wausa, Magnet, Randolph, Sholes, Hartington, Belden, Laurel, Carroll, Wynot, Concord, Wayne, Waterbury, Jackson, Emerson, Pender and Bancroft in Iowa; Wright & McWhinney, Mimburn, Ia.; Melvin Fisk, Curlew, Ia.; Chauncey P. Coy & Son, Waterloo, Neb.; C. F. Noble, Hawarden, Ia.; Barryton Grain Co., Barryton, Mich.; Burt Elvtr. Co., Burt, Mich.; Chessening Grain Co., Chessening, Mich.; Colling Elvtr. Co., Colling, Mich.; J. W. Fate & Co., Blanchard, Mich.; D. Mansfield & Co., Remus, Mich.; Millington Grain Co., Millington, Mich.; Saginaw Grain & Seed Co., West Branch, Mich.; Prescott Elvtr. Co., Prescott, Mich.; Silverwood Elvtr. Co., Silverwood, Mich.; Turner Elvtr. Co., Turner, Mich.; Saginaw Mfg. Co., Saginaw, Mich.; Caro Elvtr. Co., Caro, Mich.; Clare Elvtr. Co., Clare, Mich.; Freeland Elvtr. Co., Freeland, Mich.; F. M. Houghton & Co., Clio, Mich.; Hess Elvtr. Co., Akron,

Mich.; Merrill Elvtr. Co., Merrill, Mich.; Montrose Elvtr. Co., Montrose, Mich.; Sandusky Grain Co., Sandusky, Mich.; Tuscola Elvtr. Co., Caro, Mich., and Wheeler Elvtr. Co., Wheeler, Mich. Since last reported, Hess Driers have been sold to Lewis E. Sand Co., Albion, N. Y.; Saginaw Mfg. Co., Sandusky, Mich.; Farm Produce Co., Cass City, Mich., and Brand & Hardin Mfg. Co., Saginaw, Mich.

### Power Driven Man Elevator.

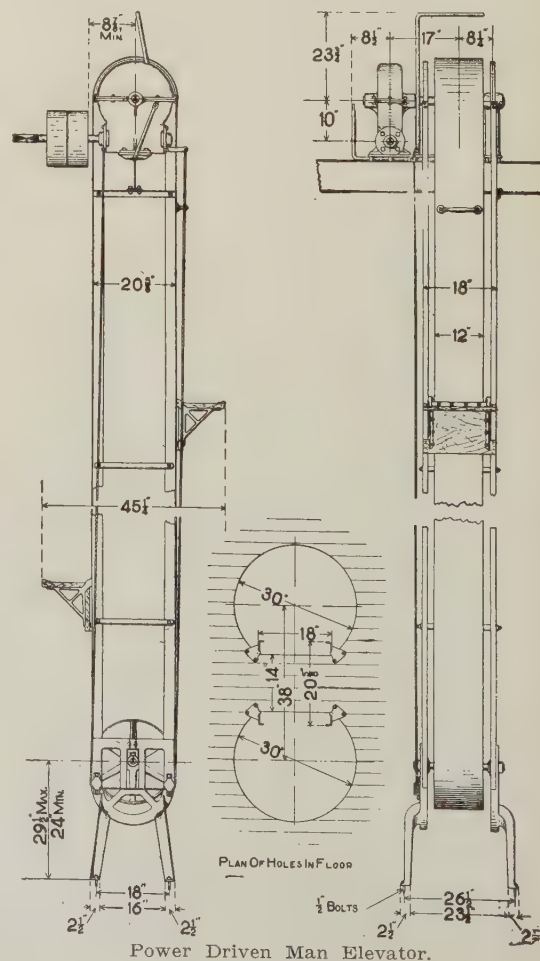
Progressive grain elevator men are recognizing the convenience and utility of reliable passenger lifts in elevators and warehouses. The lift occupies small space, uses a modicum of power, saves the time and energy of operatives and others who have occasion to go from floor to floor, and last, it can be used to advantage for handling packages, material in bags and things of like nature.

The service lift is not new, altho many mechanical improvements have been made in late years, as will be observed by a study of the lift illustrated herewith.

The service elevator consists of head pulley faced with adhesive covering; adjustable foot pulley; structural steel angles, connecting the head and foot and serving as guides for the steps, and a rubber belt to which the steps and hand-hold bars are attached.

A driving shaft thru a machine, double pitch worm screw and worm wheel transmits the power to the head shaft. The parts are contained in a cast iron, machined housing and run in a bath of oil. The worm and wheel are of liberal proportions, the worm wheel having 45% greater diameter than the largest wheels used heretofore.

To prevent the possibility of disalign-





ment and consequent cutting of the worm screw and wheel, the case which encloses the mechanism is securely bolted to a strong, cast iron sub-base, which extends under the head pulley and carries the outer bearing for the head shaft. In short, the entire driving machinery is a self-contained unit, carrying the head pulley and shaft as well as the worm screw drive.

All bearings and shafts have liberal proportions and are designed for complete lubrication. Means are provided at the foot of the elevator for taking up slack in the belt. The steel angle guides are held rigid and in place by cast iron spacers, thus adding stiffness to the structure. With no wood except the little required in the steps, the service elevator, constructed as outlined, adds nothing to the fire hazard of the warehouse or grain elevator in which it is installed. This continuous belt elevator was designed and is manufactured by the Nordyke & Marmon Co.

## Protest Transit Ruling.

A brief, which will include statements of interior millers, showing actual losses sustained because of the enforcement of the milling in transit rule of the Interstate Commerce Commission which went into effect Aug. 15, will be presented to the Interstate Commerce Commission at its next regular meeting in December.

This move was decided on at the meeting of the milling in transit com'tee of the Southwestern Millers' League at Wichita, Kan., Oct. 22. It is believed that the order can be rescinded if the Commission is given actual instances of hardship worked upon the miller and grain dealer. One large miller said the effect of the rule was to raise freight rates 2c per 100 pounds. It also developed at the meeting that six interior millers are considering the removing of their plants to points where reshipping rates are enjoyed. The milling in transit com'tee is circulating a booklet dealing with the subject at issue, entitled, "Must the Country Miller Quit?"

To make a campaign of education is the purpose of a meeting to be held Nov. 18 at Kansas City, Mo., which will be attended by all of the grain dealers and millers in that territory.

On Oct. 28, at Oklahoma City, Okla., 100 millers and grain dealers met to formulate plans for having the objectionable milling in transit order rescinded. Another meeting of similar character was held at Lincoln, Neb., Oct. 30.

At the Oklahoma City meeting, the millers and grain dealers were unanimous in the opinion that the Interstate Commerce Commission should be urged to alter its ruling as to the division of products, the color scheme and daily reports. Definite steps were also taken to finance the Southwestern Millers League. The Texas grain dealers contributed a fund of \$500.

A credit ass'n for millers and grain dealers has been organized in New York under the name of the National Millers Protective Ass'n. Membership in the organization is \$25 per annum. Each member is entitled to a financial report of any prospective customer without extra charge except in cities of over 100,000, where a fee of 50 cents is charged. The officers of the company are: President, A. W. Thomson of the Hogan Milling Co., Junction City, Kas.; vice-president, A. G. Lampke; secretary and treasurer, H. L. Daniels. Offices will be at 27 Cedar St., New York City.

## Shipper Can Recover Damages Under Common Law for Failure to Furnish Cars.

In a recent decision the Supreme Court of Minnesota held that the common law rights of shippers can be in no manner decreased by the reciprocal demurrage law. The case was that of Peter L. Zetterberg and others against the Great Northern Railway Co., on appeal by the carrier.

Zetterberg in the fall of 1909 and spring of 1910, had large quantities of potatoes at Moran, Minn., ready for shipment and ordered cars. The complainant alleged that the Great Northern Railway Co. negligently failed and refused to furnish any cars within a reasonable time after they were ordered and because of this negligence, Zetterberg sustained damages.

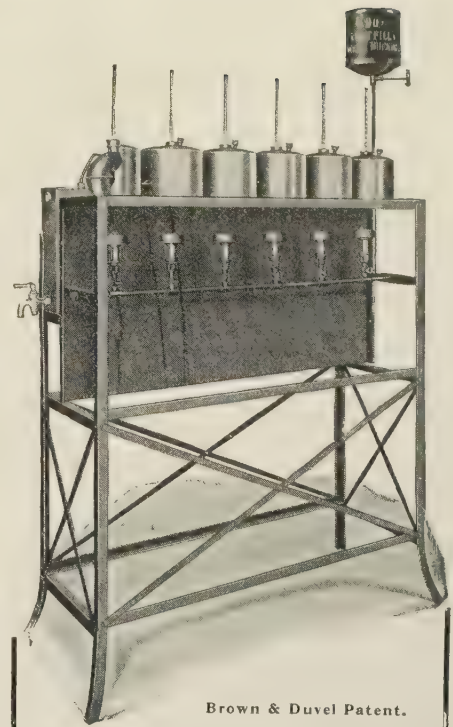
No contract on the part of the railroad was alleged nor was any cause of action stated therein which would come under the provisions of the reciprocal demurrage law. The complaint was based on the theory that the railroad failed in its common law duty as a common carrier and was therefore liable for damages.

Leaving out of account the reciprocal demurrage law, no claim was made by the Great Northern that the complaint did not allege facts sufficient to constitute a cause of action for the breach of the defendant's common law duty to furnish cars within a reasonable time after demand, and for consequential damages. The railroad company urged as the sole ground for its demurrer that in the absence of an allegation of the existence of a specific contract between the parties for the furnishing of cars at some certain time, the provisions of the demurrage act apply. The road contended that in order for the complaint to state a cause of action, Zetterberg should have pleaded a written demand for cars in compliance with section 1 of the reciprocal demurrage act.

The Supreme Court said it could not so hold; that the reciprocal demurrage law has no application to voluntary contracts between carriers and shippers, for its purpose is to provide the methods whereby the shipper may secure from a railway carrier, cars for the transportation of his freight within the time limited by the act, or subject it to the penalties there provided. Where the shipper seeks to avail himself of the remedies provided by the act, he must make his demand for cars in writing. The plaintiffs in this case did not proceed under the act; hence it is not relevant to this case.

The railroad company argued further, that it was the purpose of the reciprocal demurrage law, in providing for applications in writing, to prevent perjury; and while conceding that the act was not designed to deprive shippers of their common law rights, a fair construction required a holding that where contractual relations do not exist, the shipper must serve on the carrier a written demand, in accordance with section 1 of the act, in order that controversy may be eliminated as to what his demands for cars actually were. The court said: It is not apparent why it should be inferred by construction, that the legislature intended to make a written demand for cars essential in any case where a recovery is not sought under the act.—136 N. W. 295.

Many traders have retired from the wheat market on account of war.



Brown & Duvel Patent.

More Hess Moisture Testers are used in grain offices and exchanges than all other makes combined, yet in spite of this there are some poor souls, interested in the sale of other testers, who must talk against the Hess Tester. They don't say that the tester is inaccurate, or that it isn't better made than other testers, or that it hasn't all the advantages any tester could have, but their objection has simmered down to the pitiful plea that you can't see the bulb of the thermometer when you put it in the oil, holding that the glass bubbles sometimes used, instead of the copper flasks, are to be preferred, because the oil and thermometer are visible through the glass.

To anyone who understands testers the claim is ridiculous. The level of the oil is always the same, about one-third below the top of the flask, and the thermometer should be immersed so that the bulb of the mercury is just below the surface of the oil. The intelligence required to submerge the thermometer properly is about as much as would be required to POUND SAND, and if your man claims that he cannot push the thermometer through the stopper the proper distance, and leave it there until the stopper is worn out, he ought not to be intrusted with the testing of grain in any device, for he would probably make a failure of it.

The grain man who wants to waste money renewing glass flasks and fixtures better not buy the Hess Moisture Tester, for the flasks are copper and don't need renewing.

The buyer of glass flasks who buys with the anticipation of seeing the thermometer through the glass is very apt to be disappointed, too, when the glass blackens up after a few tests and shuts off his view.

The Hess Testers are guaranteed for accuracy. Their construction is of the most substantial and durable nature, and they are more convenient in operation than any other. If you buy one and feel that you would rather have your money back, you may return the machine to us and we will pay freight both ways, and return the price you have paid.

We make them for gasoline, gas, alcohol, and also for electricity. Free Booklet.

## Hess Warming & Ventilating Co.

907 Tacoma Bldg.,

Chicago

The Canadian Government has adopted the Hess Tester, and has placed them in its various inspection offices.



## Supreme Court Decisions

**Bran Covered by Grain Policy.**—A fire policy on stock of "grain" in a building occupied as grain warehouse covers the part of the stock therein consisting of "bran," a product from grinding wheat.—*German Fire Ins. Co. v. Walker*. Court of Civil Appeals of Texas. 146 S. W. 606.

**Basin of Arbitration.**—Arbitrators are not bound to decide according to law when acting within the scope of their authority, but may make an award according to their notions of justice on principles of equity and good conscience.—*Clark v. National Union Fire Ins. Co.* Supreme Court of North Carolina. 75 S. E. 944.

**Seller's Right to Stop in Transit.**—The right of stoppage in transitu may be exercised by the unpaid consignor against an insolvent consignee at any time before actual or constructive delivery of the goods, or the assignment of the B/L to a bona fide purchaser for value.—*Gass v. Southern Pac. Co.* Supreme Court of New York. 137 N. Y. Supp. 261.

**Occupation Clause in Policy.**—A clause in a fire policy, that if the insured's premises become vacant for more than 30 days, without insurer's consent, the insurance shall be forfeited, does not apply to a case where the premises were unoccupied when the policy issued.—*Guptill v. Pine Tree State Mut. Fire Ins. Co.* Supreme Judicial Court of Maine. 84 Atl. 529.

**Reciprocal Demurrage Act Valid.**—The act of the Legislature of Oklahoma Territory of 1905 (section 2, art. 2, c. 10, Laws 1905), imposing upon railroad companies a penalty of \$1 per day for failure to furnish cars under the circumstances therein stated, is not in conflict with Act Cong. June 29, 1906, c. 3591, § 1, 34 Stat. 584 (U. S. Comp. St. Supp. 1911, p. 1285), which requires cars to be furnished upon reasonable request.—*Chicago, R. I. & P. Ry. Co. v. Beatty*. Supreme Court of Oklahoma. 126 Pac. 736.

**B/L Limiting Damages to Value at Point of Shipment.**—Where, in an action for a loss of part of a shipment, a B/L in evidence showed that the agreement of the parties was that the amount of any loss or damage should be computed on the basis of the value of the property at the place and time of shipment, a prayer, stating the measure of damages to be the fair market value of the shortage at the place of delivery, was improperly given.—*New York & B. Transp. Line v. Lewis Baer & Co.* Court of Appeals of Maryland. 84 Atl. 251.

**Burning of Grain on Storage.**—In an action against a milling company for the price of grain, which, after being stored at the mill, was destroyed by fire, where defendant claimed it was bailee only, proof that the company had sufficient grain at the time of the fire to return all grain in storage was properly refused, where there was no agreement that the grain in suit might be commingled with other grain, and no custom to that effect was shown.—*Webster Bros. Milling Co. v. Bingham*. Supreme Court of Arizona. 125 Pac. 709.

**Shipper Can Bring Suit Under Common Law for Failure to Furnish Cars.**—Failure of the plaintiff, in an action for damages against a railroad company for failure to furnish cars, to allege an express contract for such cars, does not bring the case within the operation of Laws 1907, c. 23, known as the Reciprocal Demurrage Law, and a recovery may be had, as at common law, without alleging any written demand for the cars. This law does not diminish the common-law rights of shippers, but gives them additional statutory rights when its provisions have been complied with.—*Zetterberg v. Great Northern Ry. Co.* Supreme Court of Minnesota. 136 N. W. 295.

**Recovery of Money Lost on Futures.**—Since, under Ky. St. § 1956, providing that money lost by gambling may be recovered from the winner or his transferee, all persons concerned in winning the money are liable to the loser and a principal is jointly liable with his agent, a principal and his agent may properly be joined as defendants in an action by one losing money to the agent through wagers between them upon the rise and fall of the price of cotton.—*Lilienthal v. Carpenter, Baggott & Co.* Court of Appeals of Kentucky. 146 S. W. 2.

**Wrongful Attachment.**—If defendants wrongfully attached an entire car load of oats as belonging to a firm, where as the property had passed to plaintiff bank as bona fide assignee of the B/L covering the shipment, they are liable to the bank for at least the amount of the draft to which the B/L was attached, and not merely for the amount of the oats actually sold under the attachment. The burden was on defendants to prove fraud in the transfer of the B/L.—*Buckeye Nat'l Bank of Findlay, O. v. Huff & Cook*. Supreme Court of Appeals of Virginia. 75 S. E. 769.

**Action for Breach of Contract.**—The measure of damages for breach by the seller of a contract for the sale of grain to be delivered at a certain place is the difference between the contract price and the market price of the same quality of grain at the place of delivery at the time of the breach, if there was a market price at such time and place, and, if not, the difference between the contract price and what it cost the buyer to procure the grain delivered there from the most accessible market, where it used reasonable diligence.—*Gaunt v. Ralston Purina Co.* U. S. Circuit Court of Appeals. 198 Fed. 60.

**Consignee's Right to Sue Carrier.**—The seller of goods consigned them to his own order at the town in which plaintiff did business, upon a B/L reading "order notify" plaintiff, and plaintiff paid for the goods, obtained the B/L, and presented it to the railroad company's agent and demanded the goods, which were not delivered to him. Held, that plaintiff was the "consignee aggrieved," within a statute giving such party a right to recover a penalty for failure to adjust, within the statutory period, a claim for nondelivery of goods.—*Brown v. Atlantic Coast Line R. Co.* Supreme Court of South Carolina. 74 S. E. 754.

**Landlord's Lien.**—Under Kirby's Dig. §§ 5032, 5035, 5037, giving a landlord a lien for the rent on the crop raised on the demised premises, declaring that a subtenant shall be responsible only for the rent of the land cultivated by him, and prohibiting any tenant who has sublet any part to take rent from the subtenant before final settlement with the landlord, a landlord has a lien for rent on all the crop grown on the demised premises for the rent, without regard to whether such crop is raised by a tenant, and without regard to a contract between the tenant and a subtenant.—*Jacobson v. Atkins*. Supreme Court of Arkansas. 146 S. W. 133.

**Liability for Damage to Cargo.**—Claimant undertook as a private carrier to carry for libellant on his schooner a quantity of corn, and hay and straw in bales, to be delivered at various life-saving stations on the coast of North Carolina. The time was winter, and libellant understood that the hay was to be carried on the deck and covered with canvas. Claimant signed receipts or Bs/L on printed forms containing conditions which, inter alia, exempted him from liability for loss or damage caused by act of God. While in the sound the schooner encountered a heavy snowstorm, with wind which blew the snow under the canvas, and although the canvas was kept down as well as possible, and the snow brushed off after the storm, the hay was damaged. Held, that the damage was due to act of God, and not to any negligence of claimant which rendered him liable under his contract. *The Cape Charles* U. S. District Court, Eastern District of North Carolina. 198 Fed. 346.

**Transfer of Margin Collateral.**—Where a customer of a stockholder, on being called on for additional margin, gave to the broker certificates of stock, and, in accordance with the custom of brokers, executed and delivered with the certificates blank powers on other pieces of paper attached to the certificates, and the broker wrongfully pledged the certificates to a bank, the bank is under no duty to make inquiry as to the broker's authority to pledge the certificates by reason of the fact that the assignment printed on the back of the certificate had not been signed by the owner.—*Crawford v. Dollar Savings Fund & Trust Co.* Supreme Court of Pennsylvania. 84 Atl. 694.

**Conspiracy in Restraint of Trade.**—Anti-Trust Law (Acts 28th Leg. c. 94) §§ 3, 4, provide that all monopolies and conspiracies in restraint of trade are illegal, and that any of the following acts will constitute a conspiracy in restraint of trade, to wit, where two or more corporations, engaged in buying or selling merchandise or produce, enter into an agreement to refuse to buy from or sell to any other person, etc., any such article. Plaintiff and defendant grain dealers made an agreement whereby plaintiff agreed not to buy grain from the growers thereof or from curbstone brokers or other persons not regularly engaged in the grain business. Held, that the contract was void as contravening the statute.—*Star Mill & Elevator Co. v. Ft. Worth Grain & Elevator Co.* Court of Civil Appeals of Texas. 146 S. W. 604.

**Reshipping Privilege Not Undue Preference.**—The granting by the Louisville & Nashville Railroad Company and the Nashville, Chattanooga & St. Louis Railway Company, operating lines of railroad from Mississippi and Ohio river points to Nashville, Tenn., and beyond, of the privilege of unloading grain, grain products, and hay shipped from or through such river points at Nashville and reshipping the same for more distant points to the southeast within 6 months at through rates, which rule has been in force for 40 years, held, on the undisputed facts, to have been due to, and justified by, competition by water transportation on the Cumberland river from the Ohio, and not to constitute an undue and unreasonable preference and advantage or an undue and unreasonable prejudice and disadvantage as between Nashville and points in Georgia, in violation of Interstate Commerce Act, Feb. 4, 1887, c. 104, § 3, 24 Stat. 380 (U. S. Comp. St. 1901, p. 3155).—*Louisville & N. R. Co. (Nashville Grain Exchange, Interveners) v. United States (Interstate Commerce Commission, Interveners)*. U. S. Commerce Court. 197 Fed. 58.

**Injury to Miller.**—Plaintiff was employed as a miller in a corn chop mill; part of his duties being to keep the hopper, a V-shaped arrangement, from becoming clogged by silks, husks, and pieces of cob. In doing this he would run his fingers along the vertex of the hopper and lift out such particles of matter as impeded the passage of the corn into the rollers; and in doing this on the day of the injury his fingers were caught in the coil of a wire, which, by some unknown means, had fallen into the hopper, and at the instant he put his finger into the coil the other end of the wire became entangled in the rollers beneath and jerked his hand down between the jaws of the hopper, mashing and mangling it so as to render amputation necessary. The evidence failed to show any defect in the machinery or appliances, or any act of negligence on the part of defendant or any of the employees, and failed to show where or how the wire got into the hopper, or that its presence there was reasonably due to the negligence of any one. Held, there being no evidence tending to show that the injury was caused by any act of negligence on the part of defendant, or because defendant had failed to perform any duty which it owed to the plaintiff, it was not error for the court to instruct a verdict for defendant.—*Smith v. Acme Milling Co.* Supreme Judicial Court of Oklahoma. 126 Pac. 190.

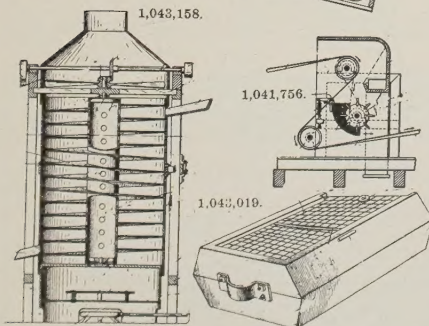
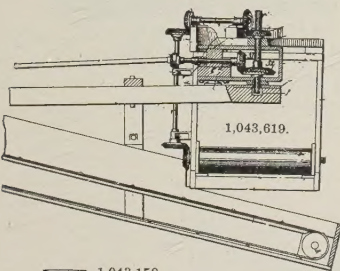
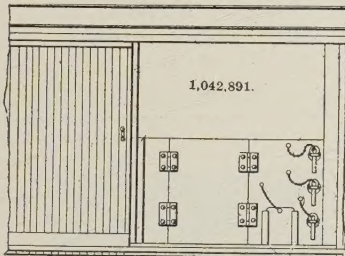


## Patents Granted

**Grain Feeder.** No. 1,043,619. (see cut.) Robt. L. Mapson, La Mesa, and Albert C. Wolfe, Nestor, Cal. The conveyor of the feeder is adapted to be disposed in a plurality of angles, and four pairs of gears and four shafts coact to operate the conveyor at whatever angle it may be placed.

**Corn Grader.** No. 1,043,019. (see cut.) Daniel F. Luse, Center Hall, Pa. The corn grader in combination with a frame grading screen is arranged in the frame and forms the bottom of it. A transversely disposed bowed tensioning rod is rotably mounted in the longitudinal walls of the frame adjacent to their edges and is adapted to bear upon the screen when rotated. One end of the rod extends beyond the frame wall and is disposed at an angle to provide a handle whereby the rod may be turned.

**Grain Door.** No. 1,042,891. (see cut.) Thomas C. Chambers, Mangum, Okla. The door is in combination with a car provided with a door opening. It is composed of sections hingedly connecting the sectional door at one side only. Means are provided whereby the opposite side of the sectional door may be fastened to the opposite side of the door frame opening, the section of the door adjacent the hinged connection with the door frame opening being narrower than the remaining sections with the remaining sections being of substantially the same width and hingedly connected, so that the outermost of the remaining sections may be swung outwardly on the adjacent section and the latter sections swung on the narrower section, and whereby the door may be swung from one side only of the door frame opening, either inwardly of the car or outwardly along the outside of the car and occupy small space on the outside of the car.



**Conveyor.** No. 1,041,756. (see cut.) Thomas A. Edison, Llewellyn Park, Orange, N. J. The device is a combination with the upper and lower runs of a belt of rotary means for receiving material discharged from the upper run of the belt, and acting on the material to discharge it forwardly upon the lower run of the belt in the direction of the travel of the latter, and from a point at substantially the same elevation as the lower run of the belt.

**Grain and Seed Drier.** No. 1,043,158. (see cut.) Jesse C. Simmons, Shelby, Mich., assignor of one-half to Frederick E. Llewellyn, Shelby. The drier comprises an outer cylindrical vertical shell open at its top and a central-vertical cylindrical shell open at the bottom and perforated radially at frequent intervals, spiral conveyor top to bottom, a delivery hopper feeding to the upper end of the conveyor, and a discharge spout delivering from the bottom. The air is drawn thru the drum by a fan above, having been heated before entering the lower part of the drum.

## Books Received

**MARKET HAY** by Harry B. McClure, assistant agriculturist, Office of Farm Management, Bureau of Plant Industry, is a comprehensive treatise on hay by an authority on the subject. Farmers Bulletin 508, 38 pages; three illustrations. U. S. Dept. of Agriculture, Washington, D. C.

**THE BOLL WEEVIL PROBLEM**, by W. D. Hunter, in charge of Southern Field Crop Insect Investigations, Bureau of Entomology, describes the insect and its ravages, with special reference to means of reducing the damage. Farmers Bulletin 512, 47 pages; illustrated. U. S. Dept. of Agriculture, Washington, D. C.

**"WHAT IS FARM MANAGEMENT?"** by W. J. Spillman, agriculturist in charge of the Office of Farm Management, tries to answer the question implied in the title. The work is divided in two parts, taking up the science of farm management and the investigations conducted in the Office of Farm Management. Bulletin No. 259, 84 pages; Bureau of Plant Industry, U. S. Dept. of Agriculture, Washington, D. C.

**RICE CROP OF THE UNITED STATES, 1712-1911**, compiled under the direction of George K. Holmes, chief of the Division of Production and Distribution, Bureau of Statistics, furnishes information in statistical form regarding the rice crop of the United States since 1712. The original seed was obtained by the governor of Carolina from a ship from Madagascar. Complete statistics of production, value, domestic exports, imports and consumption of rice are given for each year of the last fifty years. 11 pages. Circular 34, Bureau of Statistics, U. S. Dept. of Agriculture.

**INSECTS INJURIOUS TO STORED GRAIN** and grain products, discusses the angoumois grain moth, the saw toothed grain beetle, the granary weevil, the rice weevil and other insect pests that are likely to infest mills and elevators. Treatment of the infested grain is clearly outlined, fumigation with hydrocyanic acid gas, carbon bisulphid, contact insecticides and superheating being all considered. Finally, the pamphlet contains a key for the identification of granary insects. Sixteen illustrations. Bulletin No. 156 of the University of Illinois Agricultural Experiment Station, Urbana, Ill., by A. A. Girault, assistant to the State Entomologist; 25 pages. Free upon application.

**THE WEED FACTOR IN THE CULTIVATION OF CORN** forms the conclusions of J. S. Gates, assistant agriculturist, and H. R. Cox, agriculturist, Office of Farm Management, which may be summed up briefly as follows: "The reasons why uncultivated land kept free from weeds, yields practically as much corn per acre as that given the most approved modern cultivation are not clear. The results, however, point strongly to the conclusion that the principal object of cultivation is the destruction of weeds. Where the weeds are kept down by some other method, cultivation seems to be of no particular advantage. This is contrary to the accepted teaching on this point and the conclusion is stated only tentatively." Bulletin No. 257, 35 pages, Bureau of Plant Industry, U. S. Dept. of Agriculture, Washington, D. C.



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## SAFETY PIPING OF GASOLINE.

BY C. O. GARVER.

The old saying is, "A word to the wise is sufficient," but after visiting several hundred grain elevators operated by gasoline engine power, I believe this will not hold good. Not enough care is given to the use and handling of gasoline in or about the elevator.

Those who have recently suffered from this carelessness, and there have been many in the last few months, would gladly go back and make the few inexpensive changes in the way the gasoline was piped to the engine, if that would restore their loss. In two or three cases recently the owner or helper was seriously burned when the gasoline vapor exploded in the engine room. Many claim, however, that the pipes and tanks were installed properly, but that it must have leaked somewhere.

No explosion can happen if the pipes and tanks are located as shown in the accompanying diagram. I hear every day from men who have operated with gasoline for fifteen or twenty years the expression "Gasoline is not dangerous." These are the men who should be cautioned; their time may come tomorrow.

The mutual insurance companies writing grain elevators have a fixed set of rules for the installation of gasoline tanks and there should be no losses charged up to this hazard. The pipes and tanks should be regularly examined for leakage and, to be on the safe side, the overflow pipe should be cleaned out about every three months. Note what the insurance companies require in placing the supply and storage tanks:

"Engine to be pump feed and electric spark igniter set on solid foundations on brick or concrete floor. Feed tank to be not over 60 gallons capacity to be at least 15 feet from elevator buildings, additions, covered wood driveway and frame engine room and under ground; and at least 25 feet away if above ground. Surplus or storage tank not to exceed 250 gallons and to be at least 50 feet from elevator building, addition, driveway and engine house; less than 25 feet prohibited. Storage tank may be over 25 feet and located in a solid brick or cement building used for no other purpose."

The grain elevator operator who has never examined his tanks as to the above conditions, should do it now, and eliminate this danger.

A patent for the extraction of the germ from corn in the manufacture of corn oil is alleged to have been infringed, in the suit brought by Helen M. McLane against the American Spirits Manufacturing Co., in the federal court at Springfield, Ill.

## Leading Personal Injury Hazards.

With a view of preventing injuries to employees in grain elevators and mills, that might have been avoided, the Millers Mutual Casualty Co. will issue a bulletin in a few days, naming the principal causes of accidents. The greatest cause of injuries has been insecure ladders and the second cause rusty nails, according to J. C. Adderly, sec'y of the company.

"The use of ladders in mills and elevators is common," said Mr. Adderly, "and it has been the experience of the company that employees have a peculiar tendency to fall from them and get hurt or else the ladder slips when a workman is on it.

"Rusty nails cause many accidents and are a close second to injuries sustained thru ladders. The nails are knocked out of boards in unloading cars and are permitted to lay on the ground. A workman jumping from a car is apt to drop on a nail and pierce his foot. An ugly wound results, which may become quite serious if infection follows."

The Quaker Oats Co. declared a stock dividend of 50 per cent, Nov. 4, to holders of common stock. The capital stock of the company will be increased from \$5,500,000 to \$10,000,000.

Corn cobs pay farmers in Franklin County, Missouri, \$15 an acre. The cobs are from Collier corn and measure from 10 to 15 inches long, with a circumference of six to nine inches. From them are made the famous Missouri meerschaum pipe.

The real reason for continued foreign demand for our wheat, oats and barley is that five days before declaration of war between Turkey and Greece the Turkish government commandeered all Greek vessels as arriving at Constantinople, which included all Black Sea fleet, for transport purposes. As a large proportion of vessels trafficking in grain between Black Sea points and consuming Europe are Greek bottoms, you can see readily where their supply is cut off. There are about forty-one vessels loaded with barley, wheat, rye and some oats now at Constantinople held by Turkey, although documents covering same are held by European banks and grain dealers. Besides this the Russian government is doing everything to induce dealers, exporters and farmers to hold grain, either for political or economic reasons, by granting loans on reasonable rates of interest and cheap warehouse rates. On top of this the Azores and northern Russia will soon be closing tight.—Letter to King, Farnum & Co.

## Cobs

Flour mills are being established at Barranquilla, Colombia, and according to the report of I. A. Manning, U. S. consul, American wheat will be imported.

The U. S. government places the average value of farm lands at \$32.40 per acre in 1910, against \$15.57 in 1900. The increase in value is 108.1 per cent.

Wheat acreage in Australia the past season was 9,000,000, about the same as last year, according to the government statistician. The oats and barley acreage was 21,000.

The article on "The Scooper" in the last issue of the Journal was O. K. Go after them and keep the good work going.—C. C. Terrell, mgr. for Chas. Miller, Taintor, Ia.

The wasting of the soil was strongly brot out in the address of Dr. E. A. Rumely, before the convention of the National Implement & Vehicle Ass'n at Cleveland, O., Oct. 23. Dr. Rumely said the work of growing a bushel of wheat in 1830 required three hours of human time, whereas today a bushel can be grown with a total of ten minutes human labor. In other words, the unit of soil salts worth over 20 cents in each bushel sufficed to furnish employment for three hours; while today the wheat selling farmer must part with that amount of his soil capital to sell ten minutes of his labor—a development of 1,800 per cent in the wrong direction.

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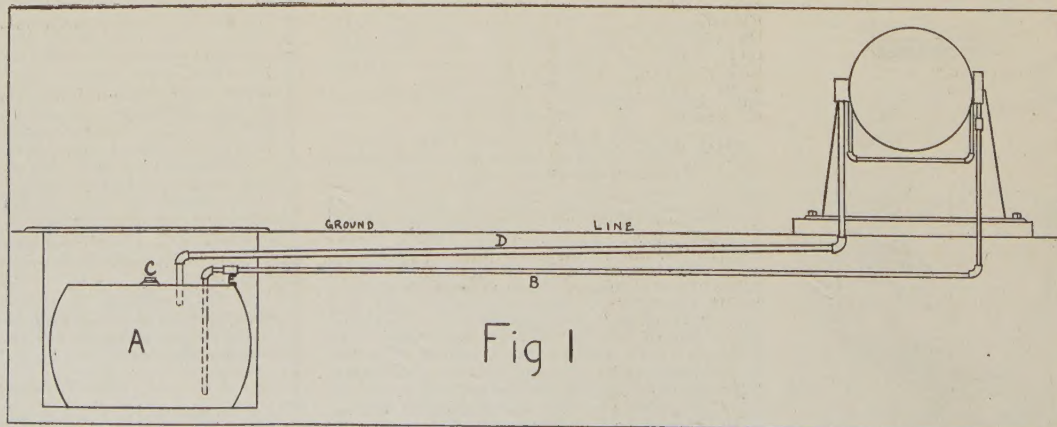
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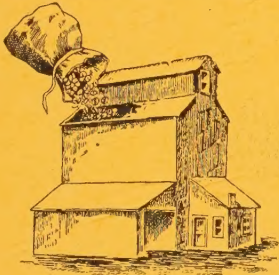
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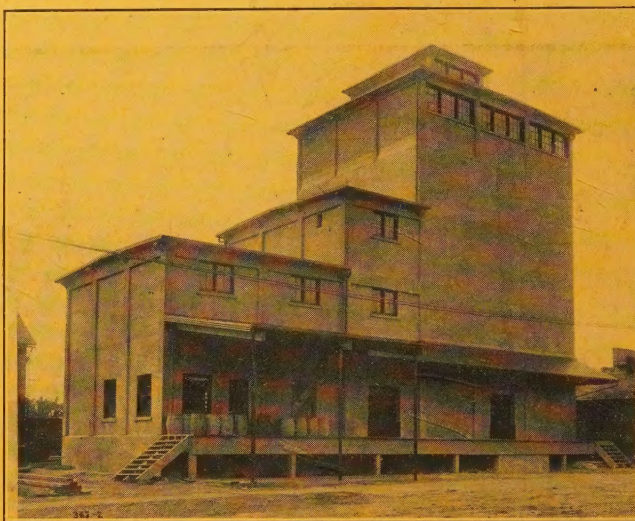
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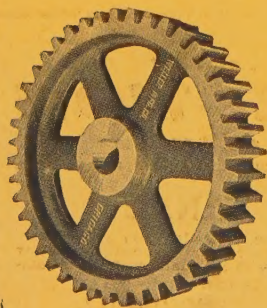
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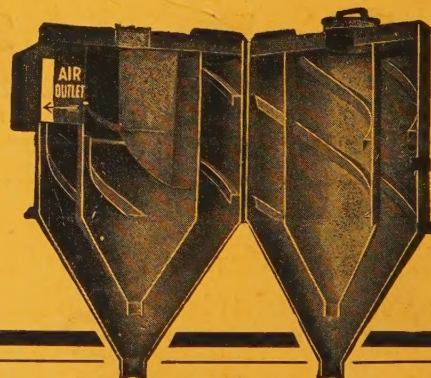
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